TECHNOLOGY DEPT.

CAR CLUB OF THE YEAR

CAR CRAFT

V.6 #10

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THE SECRET'S OUT!

"CANDY" COLORS

Materials Needed
Mixing Formulas
How To Apply

WILD CHERRY
PAGAN GOLD PEARL
ORIENTAL BLUE
MINT GREEN LIME GOLD
CANDY RED

see page 18

Go Kart

kart kit

$129.50

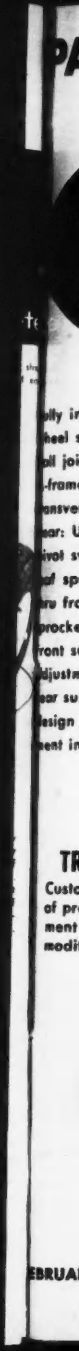
complet

Upholstery ($25.) and Chrome Accessories (engine d
gas tank and muffler $6. each exchange) optional

NEW 4-COLOR BROCHURE

You'll be as pleased as we are with the new pamphlet that tells all about Go Karting. Many photos of Karts in action as well as views of the new 400 model in kit and kompleted form. Information and prices on the potent Race Kart are there with a full color exploded view of the 400 and a price breakdown of each individual part. Please enclose 25c for handling.

Go Kart MFG. CO. DEPT. CC-2 6300 NO. IRWINDALE AVE., AZUSA, CALIF.



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COMPLETELY REVISED SUSPENSION SYSTEM GIVES SUPERIOR WINNING PERFORMANCE

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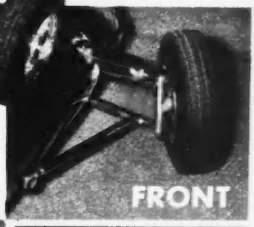

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DEALER INQUIRIES INVITED

Once again CAR CRAFT scoops the field by bringing you complete information on the "Secrets of Candy Colors" (p. 18). Everything you need to know for this fascinating phase of customizing is revealed.

If you want to be in on the latest tricks and fads of the automotive world—don't miss a single issue of CAR CRAFT!

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CRAFT

Volume 6
Published Monthly
Number 10

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Cover

This month's cover gives you a peek at a variety of cars featuring the popular "Candy Colors." For those of you who have been anxiously waiting for information on what to use, how to mix, and how to apply these sparkling colors, your wait is at an end. For details — see page 18.

— Anscochromes by Barris, Rickman, Paloczy

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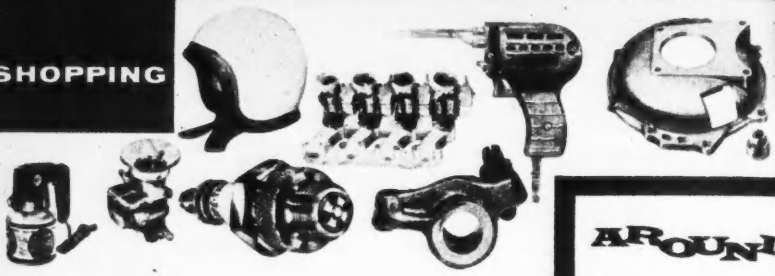

ISKY CAM

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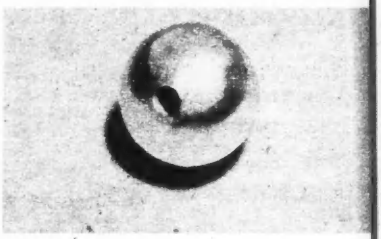

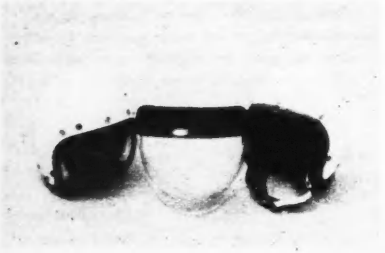

MIDGET HELMET

Another goody for that young lead foot is this specially designed and constructed helmet for all quarter and half midget pilots; can also be used by small men. Built of fiberglass, with full safety features, the helmet has complete padding covered with leather, and buckle-type chin strap. Price: $22.50 with visor; $20.50 without. Write: McHal Enterprises, Dept. cc, 725 N. Prairie Ave., Hawthorne, California.

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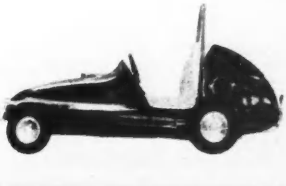

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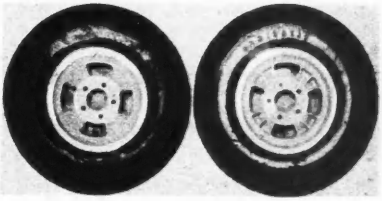

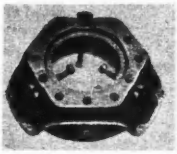

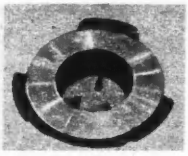

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Being independent of the battery, this ne magneto assures full spark, quick, su starts, even when the battery is low. Draw ing no current from the battery, it do not pull the battery down. This ne magneto is a self-contained unit whic replaces the coil and battery-ignition di tributor. Saves fuel, increases hors power. For prices, write: Ronco Corp Dept. cc, Blue Bell, Pennsylvani

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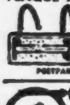

Makes the mounting of plaques a quick and easy job. Two lengths of rust-resistant chain & 4 chrome plated hooks. Can be adjusted to any length by raising or lowering hooks.
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Streamlines rear deck lid. Removes present handle, operate from inside of car. Complete with instructions and diagrams. Easy to install.
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Specify Car & Year when ordering.

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For these Merc. 49-51, Plym. 47-54
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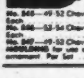

One piece unit extends from the windshield to the grill-rolled from quality stainless steel. Permits "decking" of the hood at a minimum of expense. Replaces the original unit in the same way. No welding, cutting, drilling required.
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No. 547—49-52 Chev. 3 PIECE BULL NOSE MOULDING for use with car ornament. Per Set ... $2.00

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Greatly Improves Motor Performance.

Mini-Super-Charger consists of a revolving impeller "blower" & automatic air "breather" valve which mixes an increased volume of air to the fuel charge with whirlwind force. The improved mixture enters the cylinders in a more powerful highly explosive state ... eliminates over-rich mixtures & fuel waste. Better, cleaner combustion, reduced "ping", less oil dilution, less valve troubles and longer engine life. Eliminates "vapor lock". Easily installed. Satisfaction guaranteed.
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For Chrome, Copper or Gold Plating

Do your own chrome, copper or gold plating with these complete electro-plating kits. Plate all metals to a bright finish that gives the same appearance and service of professional plating costing many times more. Touch up rusted, peeled or worn out plating to its original lustre. Bumpers, grilles, door handles, or any part of the car. Have unlimited use around the home also. Complete kit (less batteries) available in three sizes. Regular kit will plate up to 6 sq. ft. area; large kit will plate 10 to 20 sq. ft. of area; shop kit will plate an area from 20 to 40 sq. ft., depending on the plating thickness desired. Chrome and copper plating kits available in all 3 sizes, gold plating kit comes in 2 sizes only. Regular kit requires 2 penlite batteries, large kit requires 4 penlite batteries (see listing below), shop kit operates on only 6 or 12 volt car battery (wire, clips, and head holder for use with battery included in shop kit). Complete with easy to follow instructions.

Stk. No.		Each
627A	Chrome Regular Kit	$4.95
627B	Copper Regular Kit	4.95
627C	Gold Regular Kit	8.95
627D	Chrome Large Kit	12.95
627E	Copper Large Kit	14.95
627F	Gold Large Kit	24.50
627G	Penlite Battery	.15
627H	Chrome Shop Kit	34.95
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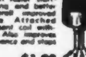

Gives a most amusing and commanding two-tone bell sound. Easily installed under car floor be driver's seat. Step on plunger.
Highly polished. Fits any car
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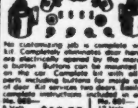

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6 And 12 Volt

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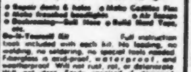

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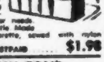

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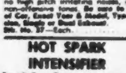

Custom designed and engineered to fit each make and model of car—no alterations necessary.
Increases horsepower, increases gas mileage, straight-thru construction, no back pressure, no high pitch irritating noises, deep powerful non-offensive tones. Be sure to Specify Make of Car, Exact Year & Model, Type of Transmission, Single or Dual Exhaust.
Stk. No. 37—Each ... $4.95

HOT SPARK INTENSIFIER

For all Cars. Pops up all ignition systems. Results in faster starting, smoother idling and better gas mileage. Overall improved motor performance. Attached easily to your present coil without special tools. Also improves high speed performance and stops plug fouling.
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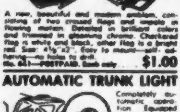

A new, beautiful and modern emblem, consisting of two crossed flags and impala in flowing motion. Detailed in brilliant colors and trimmed in gleaming chrome. Checkered flag is white and black, other flag is a bright red. Size: 4½"x2". Easy to mount—self-adhering—no holes to drill.
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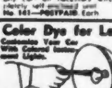

Completely automatic operation. Equipped with Minneapolis-Honeywell Mercury Switch. Simple installation. Lights when trunk lid is opened. Fits any car—all necessary wire included. Completely self-enclosed unit.
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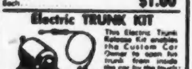
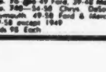
Color Dye for Lamp Bulbs

Customize Your Car With Colored Instrument Lights.



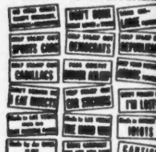
This is a permanent transparent dye that will adhere to lamp bulbs. Not a cellophane coating. Use on dash lights, dome lights, safety lanterns and radio panel lights. Simple to use—applicator furnished—one bottle will color several bulbs. Available in RED, GREEN, BLUE and VIOLET. State color wanted when ordering.
No. 747 Each ... $1.00

Electric TRUNK KIT



This Electric Trunk Release Kit enables the Custom Car Owner to open his trunk from inside the car by the touch of a button. Easily installed. Kits come complete with illustrated instructions.
FOR BOTH 6 AND 12 VOLT
No. 76—36-49 Ford, 39-48 Mercury
No. 740—54-56 Chrys., DeSoto, Dodge and Plymouth. 49-56 Ford & Merc. All GM Cars 49-56 except 1949 Olds 98 Each ... $5.50

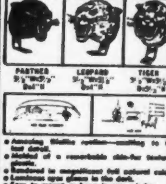
"Day-Glo" Fluorescent CRAZY CAR STICKERS



20 assorted laugh-getting gag stickers for every car owner. Put 'em on the bumper, body, or window. Self-adhering, so they stick to nearly everything. In brilliant fluorescent colors—can be easily seen and read, day or night. Stickers are 3"x6". Can be easily removed—use a new slogan every day or every week—guaranteed to provide a new laugh every time. Package of 20, one of each sticker shown above.
No. 643—Each Pkg. ... $1.98

You'd Swear They Live and Breathe!

TROPHY CAR CATS



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Royal Bengal Tiger. No. 315A
African Leopard. No. 315B
Black Panther. No. 315C
Each $2.98

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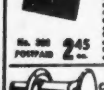
Destroys engine acids! Stops engine suicide! Reactor plug replaces oil drain plug. Magnet draws all metallic abrasives from engine oil assuring longer engine life. For all makes of cars.
No. 300 POSTPAID $2.45 ea.

AH-OOO-GAH Chromed HORN



Here it is for the sport car enthusiast! Not a vibrator or other substitute but a genuine motor driven horn.
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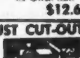
NEW EXHAUST CUT-OUT



Exhaust tone is controlled from the dash. Can be used as a cut out in the country & closed in restricted areas. Or may be used to operate two different toned mufflers. Well constructed of heavy plate steel. Strengthens the exhaust pipe.
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No. 316—For All Exhaust Pipes 2¼" thru 2½" diam.
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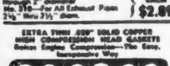
Raises Engine Compression—The Easy, Inexpensive Way



These copper gaskets are only .020" thick. Gives the same result as expensive milling the Cyl. Head .040 to .060, and "hops up" the motor to give amazing acceleration, power and mileage. State exact year, make and model when ordering. (If car is V8 type two gaskets are furnished at no extra charge.)
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A new concept in fender skirts.

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Chrome finish with chrome trim adds an additional distinctive touch. Rubber beading protects finish. Provides tarnishing device.

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Dodge—4 Dr.	55-58	Mercury—4 Dr.	55-58
Ford—2 Dr.	55-57	Oldsmobile—2 Dr.	54-57
Ford—4 Dr.	55-57	Olds.—4 Dr.	54-57
Dodge—2 Dr.	55-58	Pontiac—2 Dr.	55-57
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The Newest and Latest Custom Design
Choice of White, Gold, Black, Red

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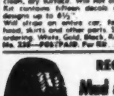
Mud and SNOW TIRES
Guaranteed 1-Year



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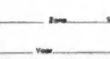

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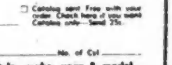

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Stop following order on a Money Back Guarantee of Satisfaction				

LETTERS

EASTERN REPRESENTATIVE

Dear Sir:

I have just finished building my third custom, and was wondering if you could give me the address of your Eastern representative in hope of possibly having pictures taken for a feature in your magazine.

Any help you could give would be greatly appreciated.

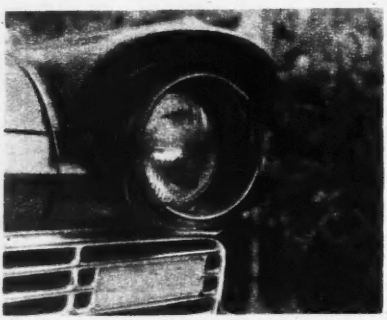
—Herman M. Leonard
Long Island, N.Y.

Our full-time rep on the Eastern seaboard is Woody Higgins, 25 Yale Road, Havertown, Pennsylvania. He makes periodical trips into your area and by contacting him, he will definitely contact you and make arrangements.—Ed.

REFRESHING RESTYLE

Dear Sir:

I have been a constant reader of your magazine and enjoy it very much. I am enclosing pictures I have taken of various modifications I have made on my '57 Ford. Perhaps you would like to publish them in your magazine.



I am planning to install the tubular grille featured in your June issue. The air scoop is my own design working as a fresh air and heater scoop. The scoop is merely clamped on for easy removal at trade in time. The headlights are tunneled three inches, the headlight units being accessible in the standard procedure. The taillights are tunneled one and one half inches by the simple procedure of removing and reversing the back up lights and installing the taillight lens backwards, doing some minor metal trimming to the tail light door to insure a waterproof fit. The plastic chrome ring can be left off. I have removed all of the emblems leaving only the trunk lock and hood ornament.

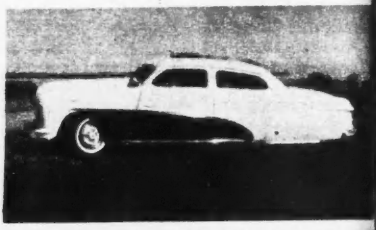
—Wm. H. Koepke
Peoria, Illinois

It's gratifying to see that you are taking up where Dearborn left off. —Ed.

FREDETTE'S FORD

Dear Sir:

In all the years I have been reading your magazine I have not yet seen a custom from Vancouver, B.C., so I am enclosing snapshots of my chopped '49 Ford. It is a fordor sedan



and has been chopped 6". It has been lowered fore & aft about 5". I have used 14" wheels to give lower look. The grille is from a '57 Meteor. Headlights and taillights are stock except for frenching. The trunk and front doors are electric.

The interior is done in green and ivory pleated and rolled upholstery. The engine so far is stock. Other changes are Buick side trim and Merc skirts. The paint is flat white with crimson sides. I hope you can use it.

—Fred Fredette
Victoria, B.C.

Many thanks for the pictures, Fred; you're going to have to look closer because we've had three Vancouver cars in the last two issues with more to come.— Ed.

CUSTOM CHEVS

Dear Sir:

Enclosed are some pictures of my car and my buddies car. Both cars were built, striped and scalloped by myself.

The '57 Chev, mine, is a 210 series with a '57 Buick grille, parking lights in the hood, molded hood, deck and door handles with

CONTINUED ON PAGE 14

Floyd Clymer's

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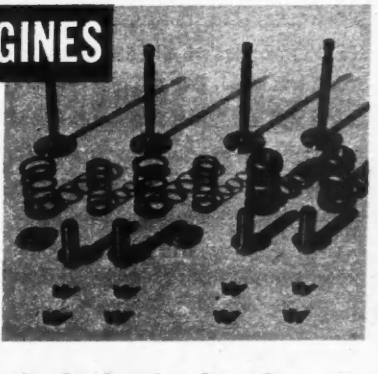

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- "A" & "B" flywheel – heat treated Aluminum alloy – curved vanes for better cooling – steel hub.
- Magnesium wheels.
- Chain & sprockets ½ pitch – #40.
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OAKLAND, CALIF.
The Original Designer of the Hydraulic Press Dropped Axles

LETTERS

CONTINUED

electric solenoids, color chromed '57 Olds caps, lowered 3" all the way around, '58 Chev taillights and the aerial moved to the back. The interior has pleated sunvisor and package tray with Lucite knobs on everything. The

engine is stock except for Mallory ignition and '57 Corvette cam. The paint job is Emerald Green and white, scalloped and striped in black and white.

The other car, the '55 Chev belonging to John Tos, has a sectioned grille, frenched '56 Buick taillights, frenched aerial, lowered 5" all the way around, electric doors, molded hood and deck, six foot drag pipes, color chromed '56 Olds caps, and all the chrome trim has been molded in except the horizontal side trim. The engine is stock. The car is Ruby Red with gold and white scallops and white pinstriping. The upholstery is red and

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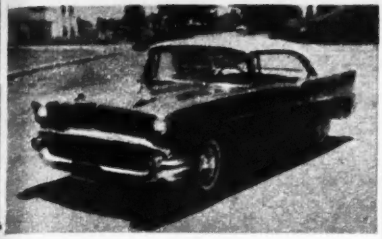

white pleats and rolls extending from the package tray to the dashboard.

I like your magazine and I haven't missed an issue in years. Keep up the good work.

— Bill Verboon
Hanford, Calif.

Very good work on both cars, Bill.— Ed.

EGYPTIAN OLDSMOBILE

Dear Sir:

I particularly enjoy your magazine of rods and custom cars for its easily readable, informative articles, and have followed closely the issues of Car Craft since 1953. During that time I have built several cars, and have hoped to place one of them in your magazine.

The most recent car I have modified is a '55 Olds Starfire '98' Convertible. For this, about two years ago, I traded in a customized '51 Mercury convertible. At the time, I was stationed with the 101st Airborne Division at Fort Campbell, Kentucky. I built my Olds while I was in the service. Now out of the

CONTINUED

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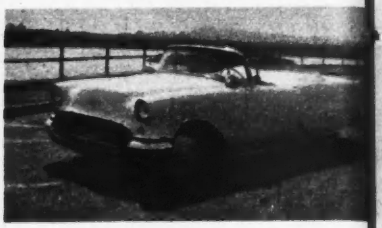
LETTERS

CONTINU

Army, I have "the bug" to start another c but as funds are low, I'll have to wait!

Enclosed is a picture of my car. The follow ing is a brief description of what has be done: The car is lowered 3" all around. Th



combination of levelator rear springs an double-action Columbia shocks (also all around) has helped its road-ability consider ably. The headlights, parking lights, and tail lights are all frenched-in; the taillights are '5 Lincoln; and the parking lights are '54 Chev frenched and tunneled for back-up lights. It' nosed, has 24 louvers in the hood, and decked Door handles and locks are removed. Electric ally-controlled buttons for the doors are in the top, and are also placed on the dashboard An ignition switch placed in the grille can cels the solenoids so that the doors cannot be opened! The side chrome is '56 '98' Olds placed upside down and backwards; '57 Buick tear drops finish off the ends, and '50 Dodge backup lights finish off the bottom tips. Lake pipes and spun-aluminum are also featured The grille is a '55 Chev, and is finished off with '51 Ford fog lights. The white leather top and matching half-tonneau cover set nicely with the blue and white leather interior. There are crash-belts for all passengers.

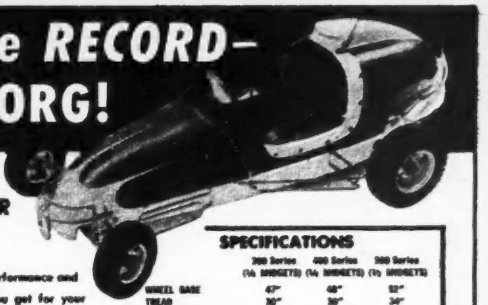
Behind the gold, the chrome, and the polished aluminum, the engine includes a Harmons & Collins, Roller-Tappit three-quarter race cam; triple Holly carburetors running progressive linkage on an Edelbrock aluminum manifold; Mallory ignition; Belond headers; and an electric fuel pump.

Thank you for any consideration you may give my car.

— Paul R. Brennan Jr.
Egypt, Massachusetts

Starting with a rarely customized model, you have performed a terrific restyling job.— Ed.

Just for the RECORD— it's WAHLBORG!



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	300 Series (¼ MIDGETS)	400 Series (¼ MIDGETS)	500 Series (½ MIDGETS)
WHEEL BASE	47"	48"	52"
TREAD	30"	30"	34"
LENGTH (Overall)	70"	72"	80"
HEIGHT	29"	30"	30"
WEIGHT	160 lbs.	170 lbs.	200 lbs.
SEAT WIDTH	15"	17"	17½"
COWL TO HEADREST	21"	22"	22"
DRIVE—Chain, Direct	Yes	Yes	Yes
Body— 3 Piece Fiber Glass	Yes	Yes	Yes
WHEELS—Front	10"	10"	12"
Rear	12"	12"	14"
SUSPENSION— Torsion Bar	Yes	Yes	Yes
FRAME—Steel Channel	Yes	Yes	Yes
STEERING—Direct	Yes	Yes	Yes
UPHOLSTERY— Vinylchyde	Yes	Yes	Yes
FINISH— Hand Rolled Lacquer	Yes	Yes	Yes
*ENGINE— CONTINENTAL AUX	2 H.P.	2 H.P.	3 H.P.

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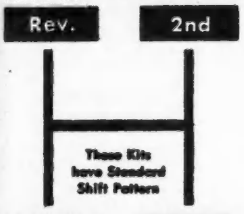

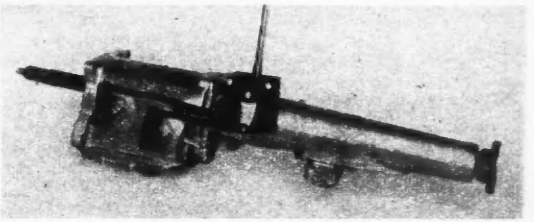

TORNADO FLOOR SHIFT CONVERSION KITS!

Illustrated above is 1939-48 Cad or LaSalle column, or side shift box, with Tornado floor shift Conversion Linkage.

Conversion Kits also available for cars listed below:

1939-57 Ford & 1949-57 Chev. Also all 1939-48 Cad & LaSalle boxes when used in Olds and other cars with open drive line or Hotchkiss Drive where rear trans housing has not been altered. (Kits for other cars to be announced soon).

Kits contain COMPLETE LINKAGE AS SHOWN ABOVE. Everything needed to connect to your transmission. Also instructions for installing. Specify year and model car, also if overdrive or not. Will not fit automatic transmissions.

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THE "SECRETS OF CANDY COLORS"

By GEORGE BARRIS as told to Bob Behme

Photos by Pat Brollier

FROM THE CUSTOMIZER'S pallets now comes a spectrum of new colors: hues as wild and exciting as anything ever devised. These are the new, revolutionary, translucent paints: the healthy, vibrant family which created the headline-making Candy Apple Red.

Translucent, according to Webster, is anything "allowing the passage of some light but not a clear view of any object." The description fits the latest custom paint sensation. The highly popular translucent paints are characterized by a superior depth and exciting colors achieved in just this way; achieved by the transmission of light through the surface layers of paint (to create the highly-prized illusion of depth) plus the reflection of the transmitted light from a base layer of differently colored paint.

The idea calls for a new technique in painting. A mixture of a small amount of colored pigmentation (called "toner" in the trade) is mixed with a larger amount of clear blending or painting solution to form the outer color surfaces. The reflecting base coat is created through the addition of metallic particles to a similar blending solution applied before the color coats.

This field is so new few things have become standardized. Few painters mix colors identical with the colors prepared by competitors. Currently there are two sources for a few of the more popular colors in ready-mixed form. One is California Custom Accessory Company of Los Angeles who have just introduced canned "candy" paints in Golden Honey, Pagan Gold, Mint Green, Burgundy Mist, Oriental Blue and Lime Gold shades. The other "over-the-counter" product is Joe Bailon's popularized "Candy Apple" sold through his prominent Bay Area custom shop. Outside of these basic colors, other exotic shades have to be home-brewed from special mixing formulas.

The basic painting techniques used for "candy" paints are identical to the techniques used for other types of automotive painting – lacquer and enamel. The paints themselves, are lacquer throughout. The equipment is the same – spray gun, paint booth. These are professional paints in every way:

"SECRETS CANDY COLORS"

TRANSLUCENT PAINTS SHOULD NOT BE APPLIED EXCEPT UNDER PROFESSIONAL CONDITIONS, this means under the clean, dust-free conditions of a spray booth.

THE UNDERBASE

Since the primary job of the underbase is to reflect a pre-determined quantity and color of light through the exterior color surfaces, it must be selected, mixed and applied with care. The final quality and character of any translucent paint job is dependent upon the underbase. In all cases, the currently popular metallic paints form the underbase. They have more luster and permanence than anything on the market.

Three most used types of metallic paint for the underbase are gold, silver or iridescent, and copper. Each has a specific purpose and works with the color coats in a way peculiar to its color, creating a different shade of color. The three cannot be used interchangeably. Each reacts differently to the colors applied over it. Chart one explains what these underbases do to the final color.

CHART ONE

METALLIC UNDERBASE COLORS

COLOR	EFFECT
Gold	Creates a brilliance in any color applied over it. Increases the sparkle. Reflects a higher percentage of light striking the surface of the color coats. Adds warmth to the color coat.
Silver	Tones down the surface color. Produces a "chromed" effect. Makes the surface color cooler in tone.
Copper	Darkens the surface color. Has a warm, rich tone, but less luster than either silver or gold. Adds a feeling of "richness" to the color.

POWDER AND TONER UNDERBASE MIXTURES

The metallic powders and toner mixtures come in a variety of colors — from aluminum through iridescent (silver) to copper and colored bronze powders. One firm, the Crescent Bronze Powder Company (1841 South Flower, Los Angeles 10, California and 116-122 West Illinois Street, Chicago 10, Illinois) produces 33 separate metallic colors.

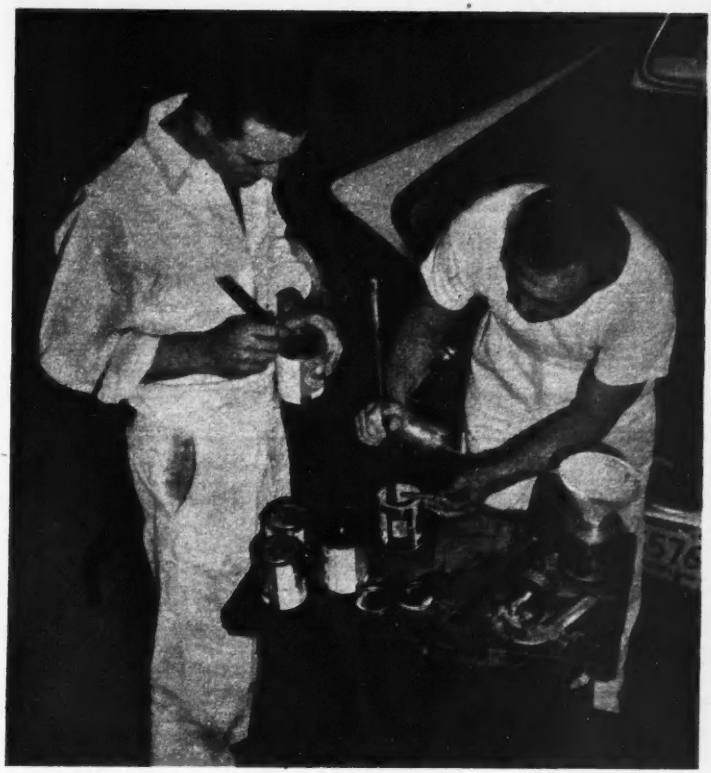
Barris paint formulas make use of two tones of gold, one of silver and one of copper. The gold powders listed are manufactured by either the Crescent Bronze Powder Company, mentioned above, or the United States Powder Company (New Jersey) products. Formula calls for either Crescent gold numbers 114 (Brush Brass Lining) and 202 (French Richgold Leaf) or U.S. Powders Venus numbers 7 and 14.

CHART TWO

UNDERBASE FORMULAS

INGREDIENTS	AVAILABLE AS: POWDER	AVAILABLE AS: SOLUTION	AVAILABLE AS: READY MIXED	DIRECTIONS FOR MIXING
GOLD UNDERBASE:				
1½ pints iridescent			•	Dissolve the gold powder into the iridescent ready-mix. Add the toner and mix with the blender. Thin 100 per cent for spraying.
2 quarts gold toner			•	
½ pound gold powder	•			
1 quart blender		•		
SILVER UNDERBASE:				
3 quarts iridescent			•	Combine the iridescent with the blender. Thin 100 per cent for spraying.
1 quart blender		•		
COPPER UNDERBASE:				
2 pints iridescent			•	Add the copper powder to ready-mixed iridescent then add fortifier. Mix thoroughly. Thin 100 per cent for spraying.
6 pints copper	•			
2 quarts blender		•		

Silvers are produced by several firms and are sold under a variety of names. Barris uses "Bright Iridescent" produced by the Rinshed and Mason Paint Company (to order this ask for product number 30104), R. N. Nason Paint Company's "Coarse Iridescent" (order product number 20), or DuPont's "Duco



Mixing of all formulas must be exact with both "underbase" and "candy colors." Barris uses a special marked guide stick. Before spraying, mix paint thoroughly.

Iridescent" (product number 97). Copper powders are supplied by either Crescent or U.S. Powders. Crescent "Copper Brilliant" number 104 or "Copper Lining," number 132, or equivalent in U.S. Powder products.

Powders, however, do not form the complete underbase formula. These are mixed with selected pre-mixed toners and blending agents. Chart two lists the three underbase formulas.

Gold toner is a ready-mixed metallic solution similar to the iridescent mixtures. It is available from several paint companies at paint stores across the country. DuPont, Nason, Ditzler and Rinshed and Mason make gold toners.

Blenders are a clear liquid designed to supply the solution for mixing paints. They are available in colors, but do not buy colored blenders. Two firms make blenders: Rinshed and Mason (which call their product Fortifier) and Acme Paints (which call their product Intensifier). Both products are clear blending solutions and either will work well in the formulas.

It is possible to use clear lacquer in place of the blenders, but clear lacquer will not work as well. Blenders are specially formulated to provide a durable, hard surface superior to clear lacquer. They have a better life and greater defense against surface damage due to the actinic rays of the sun.

The formulas outlined in chart two are basic formulas. The degree of brilliance and

CONTINUED

"SECRETS CANDY COLORS"

warmth can be regulated through the percentage of powder and iridescent added to the blender. To make the underbase brighter you can add more powder. If you do, use extreme caution: TOO MUCH POWDER WILL CAUSE THE UNDERBASE TO SPREAD . . . that is, to separate.

The underbase formulas should not be mixed until you are ready to use them. They will not keep. If mixed and not used, they will jell. DO NOT ADD THE POWDER TO UNDERBASE UNTIL YOU ARE READY TO PAINT. AFTER THE SOLUTION IS MIXED USE IT WITHIN 30 MINUTES.

When you have prepared the car for painting in a normal manner combine the ingredients. Thin the mixed solution with at least an equal amount of quality, slow drying, lacquer thinner until it will flow through the spray gun properly. Apply to the car fairly dry — with the air gun at a low pressure — 35 to 40 pounds — to prevent over spray. Keep the gun far enough from the car (8 to 10 inches) to allow the mixture to spread out from the nozzle.

HOW TO APPLY THE UNDERBASE

The underbase is applied over a normally prepared car — one which has been sanded, primer-surfaced, cleaned and de-greased and de-waxed. Cover the car completely with the underbase. This will take two or three applications. Use the full gallon of mixed underbase. A big car, such as a Cadillac, may take a gallon and a half.

Be certain the underbase is applied evenly. Be wary of dark spots or light spots. If there are uneven areas, let the underbase dry and begin again. You cannot repair the damage by spot painting. The evenness of the underbase affects the quality of the final paint job. Be certain it is perfect. DO NOT TOUCH THE UNDERBASE WITH YOUR HANDS. Hands will leave dark prints which can only be removed by repainting the entire car.

After the underbase has been applied allow at least 30 minutes drying time. Then apply a coat of clear sealer over the underbase. Acme's "Bond-Tight" is recommended. The sealer keeps the underbase from bleeding through and provides a good adhesive base for the color coats which follow.

COLOR COATS

The metallic underbase provides the reflective surface which sparkles the light back through the color but it is only half the story. The color coats, applied over the underbase, have as much to say about the final color as the metallic base. It is these layers of paint which create the final illusion of depth.

Although one painter estimates there are close to 100 possible tones, there are only thirteen shades of translucent paint which have proven popular with custom car owners. These, ranging through the reds, greens and golds to blacks, are listed in chart three.

You can apply eleven of the thirteen colors in the chart over any of the three underbases

CHART THREE

MOST POPULAR COLORS

RED:	GREEN:	BLUE:
Candy Apple Red	Lime Gold	Oriental Blue
Burgundy Mist	Mint Green	Aqua Blue
GOLD:	**BLACK:**	**PEARL:**
Pagan Gold	Black Gold	Mother of Pearl
Golden Honey		Platinum Pearl
	PURPLE:	
	Organic Purple	
	Wild Cherry	

For experimental purposes, Barris has made up a paint panel consisting of the three underbases, then with the various "candy colors" painted over each strip of the underbase shades he is able to accurately determine their true translucent effect on each color.

mentioned. The exceptions are Mother of Pearl and Pagan Gold; Mother of Pearl must be applied over a white underbase or a silver underbase while Pagan Gold must be applied only over a gold underbase. Of the other eleven colors there are no restrictions as to the underbase you may select, but remember, the effect will depend upon the underbase. The same color will create a different final tone over each of the three underbases. This difference is listed in chart one. Study the chart before you paint. If you have any doubts, mix a small amount of the underbases and the color coats and spray them onto a panel to test the effect before you paint your car. The savings you'll effect in time and money will more than make up for the tests.

The surface coats, like the underbases, are special formula products. The ingredients are readily available from paint stores across the nation. Be precise when you mix the color coats. Follow both the formula and the manufacturer's directions. Here are the formulas for the thirteen most popular translucent colors, as George Barris mixes them at his shop.

COLOR COAT FORMULAS

NOTE: These formulas make one gallon of solution. Mix the ingredients thoroughly. Strain, using a standard painter's strainer, then thin 150 to 200% with a quality thinner before spraying. Keep the air gun pressure low — Barris uses 45-to-50 pounds pressure — to avoid over spray. Use only high quality, slow drying lacquer thinners.

CANDY RED:

½ pint maroon tone (DuPont #92 H (269-0328-H)) Add R & M Fortifier or Acme Intensifier to make one gallon. Equivalent toners: Nason — maroon #14; R & M — maroon #30603; Acme — Meta maroon #737.

BURGUNDY MIST:

¾ pint maroon toner (Nason maroon #13) Add R & M Fortifier or Acme Intensifier to make one gallon. Equivalent toners: R & M — Toluidine maroon #30604.

LIME GOLD:

1 pint yellow-green toner (Ditzler #DML 52) Add R & M Fortifier or Acme Intensifier to make one gallon. Equivalent toners: DuPont — 62 (269-0973 with added 63 H (269-0785); Nason — #19; Acme — #741.

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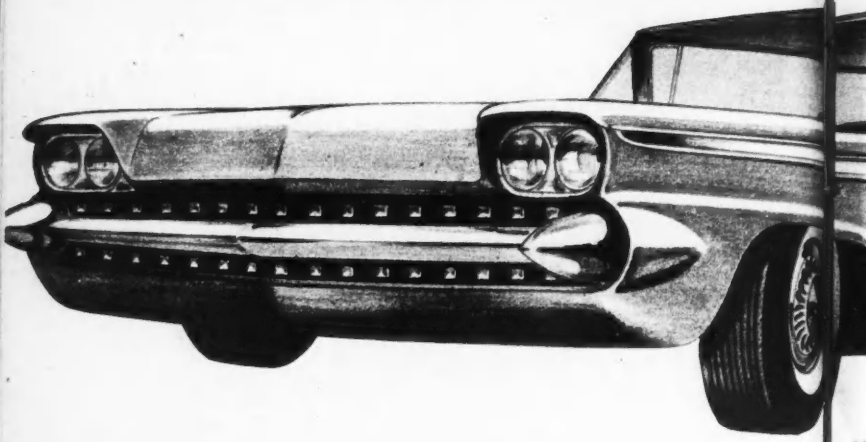

STAR KUSTOM SHOP RESTYLES THE '59 FORD

AS ANNOUNCED LAST month, our Restyle Feature for this month is on the '59 Ford. We chose a model which will undoubtedly be one of the most popular – the Fairlane 500 Tudor Hardtop. Among other changes, Ford has done away with the four taillights, making it decidedly easier to restyle. Our guest restyler this month is a newcomer to the magazine. He is Darryl Starbird, owner of the Star Kustom Shop in Wichita, Kansas. Darryl has turned out many fine customs and his shop is one of the leading shops in the midwestern area. We believe he did an excellent job on the '59 Ford with

Darryl Starbird

ILLUSTRATIONS BY DICK COLLIER

our mythical budget of $1,000. See if you don't agree.

BODY MODIFICATIONS

When working within a budget of $1,000 on late model cars it is almost impossible to do anything radical to the body itself and have any money left for the other important modifications. So Darryl left the body in stock condition except for the old standby treatment of lowering it. He figured a 5-inch drop both front and rear would suit the styling needs and still leave adequate road clearance.

FRONTAL CHANGES

The front end is where Darryl really started to work on the project. After removing all the stock goodies he said he would first move the convex flare at each end of the bumper, to a position parallel with the grille cavity. Then to enclose the cavity he would install the lower pan from the rear of a '59 Buick, attaching it just below the raised flares. For a combination bumper/grille set-up, he chose the large "bullets" from a '55 Buick, mounting them in the outer extremities of the grille cavity and connecting them with 6-inch streamline tubing. Above and below

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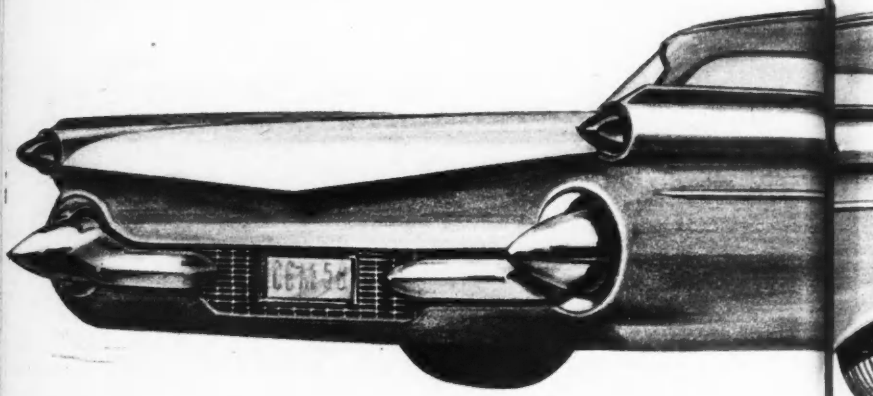
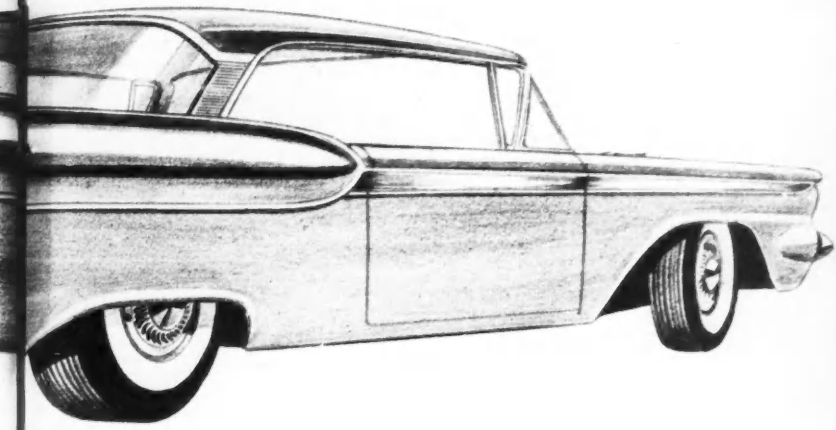


RESTYLING
THE '59 FORD



the grille bar, he mounted a row of '58 Cadillac grille ornaments in a "floating" fashion. Darryl adapted round rod to the leading edges of the headlight housings and across the lower edge of the hood, giving the entire front end a much smoother appearance. He also swapped the stock Ford headlights for '57 Imperial quad-light units.

REAR ASPECT:

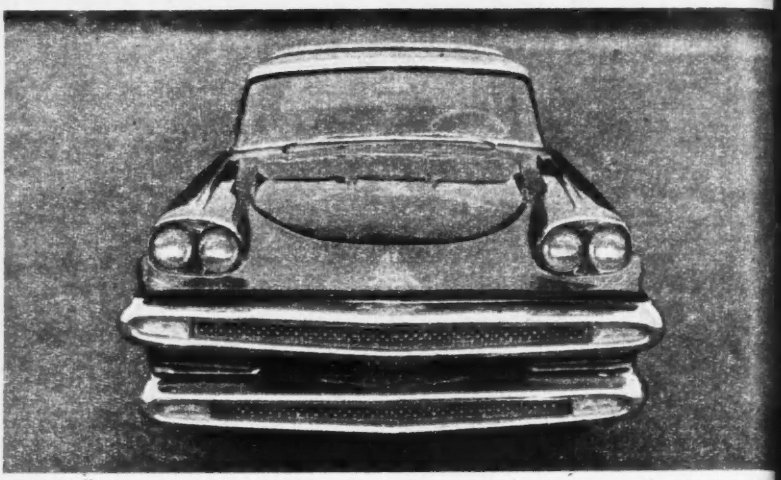
Darryl came up with a unique treatment for the rear end. First he removed the stock taillights and joined the opening with the flare than runs just above the bumper. This was accomplished with ½" conduit. Then he built a rear pan from sheet metal which is rolled under the body slightly. He selected '56 Cadillac front bumper bars, mounting them in the newly formed openings. He filled out the space between the split bumper bars with perforated metal, providing a housing for the license plate. The back-up light units were discarded, being replaced by '56 Olds "98" taillight lenses, frenched in. Darryl capped off the small fins above the taillights, giving them a forward slant which brought attention towards the taillights rather than away from them. The "V" shaped chrome across the rear was removed and the hole filled in.

DETAIL

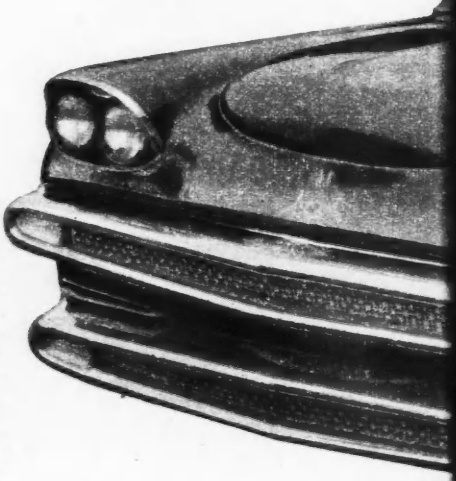
Part of the detail work which ties in directly with the overall styling is the reversal of the rear side trim so that it runs beneath the fender flare instead of over it. Darryl says this tends to visually section the car by breaking up an otherwise slab-sided look. In doing this the left side trim must be used on the right side and vice versa. Another clever trick he used was mounting antennas in the concave slot in each of the front fenders. For paint, Darryl said he would like to see the car in a solid Titian Red lacquer job — no striping or scalloping.

PARTS AND PRICE LIST

	Parts	Labor
Construct grille	$ 75.00	$150.00
Modify headlights	16.00	100.00
Reverse side trim	.....	30.00
Modify taillights	7.00	100.00
Rear bumper and cavity	80.00	100.00
Build rear pan	.....	75.00
Mount antennas	13.00	15.00
Lowering	6.00	30.00
Paint (complete)	.....	200.00
	$197.00	$800.00
	800.00	
TOTAL	$997.00	



Radically designed front end features two complete grille/bumper assemblies from a '58 DeSoto; mounted between the units is a small airscoop fitted with expanded metal. Quad headlights are '58 Ford units installed in '58 Ford fenders which are grafted to body.



Designer and builder of wild '56 Ford is John Hychko of Waterbury, Conn. All custom work was performed at Hychko's own Waterbury, Connecticut Valley Auto Body Shop. One year was required to build the palm green lacquered custom. Notice that hood is specially made to conform with unique styling; groove lends sculptured styling to Ford. Fenders are mounted in a lower position lending low appearance to '56.

Photos by Enrico Guerrero

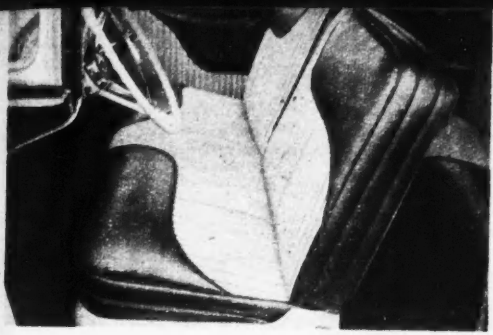
Hychko's Hybrid

CONTINUED

Hychko's Hybrid

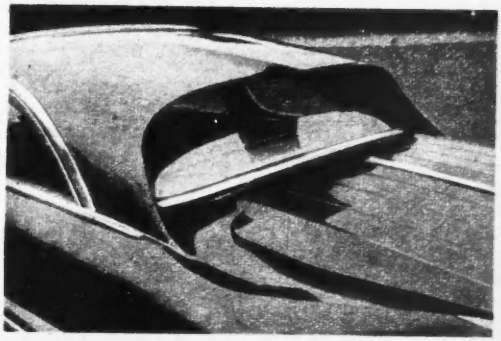
Completely disguised rear end is entire '58 Cadillac aft section, fenders and all! The assembly necessitated much cutting, fitting to permit installation. Trunk lid is entirely handmade, with fluted and grooved surface, mounted unusually high on deck panel.

Only resemblance to a Ford is the stock roof trim; side pieces are from '58 Cadillac. Door handles and some side trim has been removed; expert workmanship can be easily seen. Small Ford appears to be much larger due to the Cadillac sections.



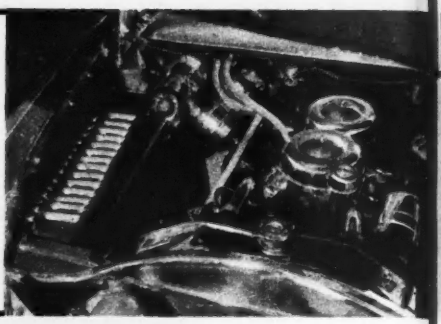
Interior is decked out in pleated and rolled leather in colors of green and white. Fancy design is carried on seats and door panels. Superior Upholstery, South Amboy, New Jersey, altered seats before stitching up.

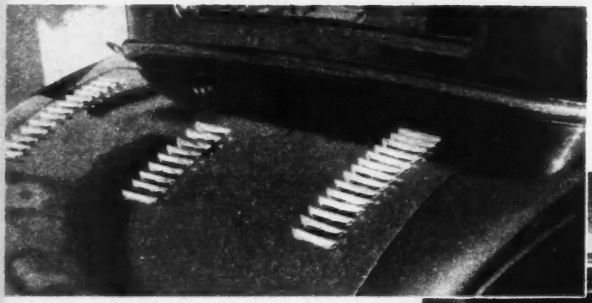
Unique styling feature is extended lip which is built-up and centered on roof. Metal area surrounding rear window is flared back to form a hood over the rear glass area. Deck lid can be more clearly seen in this view of Hychko's Ford.



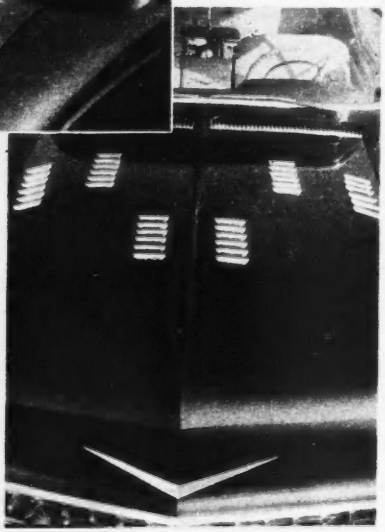
ACCESSORY OF THE MONTH

"BOLT-ON" LOUVERS



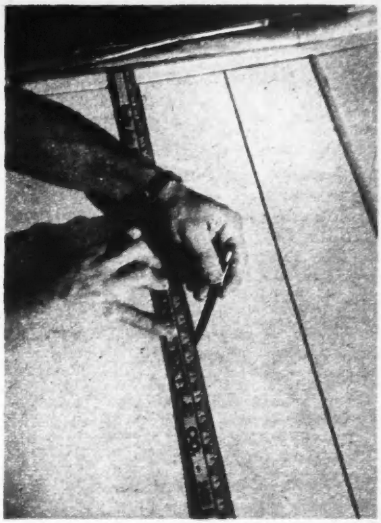


Photos by George Barris

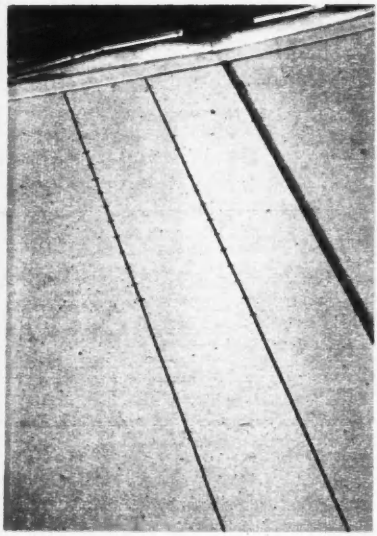


THE BIGGEST PROBLEM facing anyone who wants to have his car louvered is where to have it done. There are just so many shops equipped to do the work and in most cases they are quite some distance away. The bolt-on louvers featured as our Accessory Of The Month solves this problem. Any car can now gain the louvered effect right at home. They can be installed in a very short time by the amateur restyler. The louvers may be obtained chromed or unpainted, which allows the owner to paint them to match his car's color. The lead photos show just a few ways they may be used. Actually, the possibilities are unlimited. Price for the unpainted louvers is $2.98 a dozen and the chromed louvers $3.98 a dozen. All are the popular 3½-inch size. Write: Almquist Engineering, Dept. CC, Milford, Pa.

1. Determine pattern of louvers, measure in from center of hood and mark straight line.



2. For second row of louvers, measure from line just marked. Repeat step for each row.



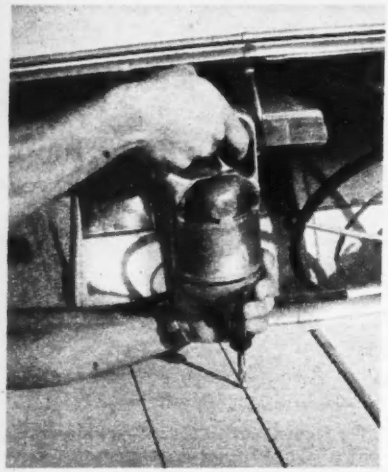
3. Mark cross-line for individual louvers. Use ruler to insure even spacing of louvers.

4. At points where lines cross, center punch to prevent drill from slipping on the hood.

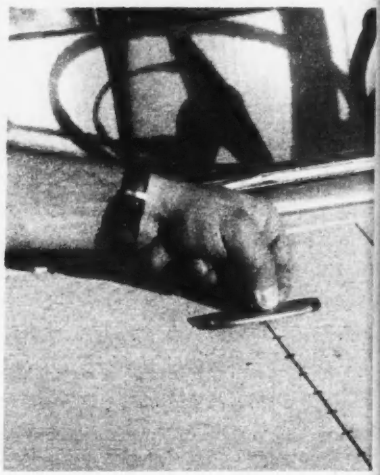
CONTINUED

ACCESSORY OF THE MONTH

"BOLT-ON" LOUVERS

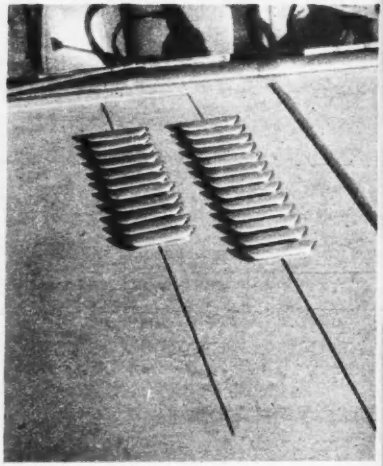


5. Drill holes for louvers in hood with an electric drill and bit of proper diameter.



6. Insert attachment bolt of each louver into hood. When all are in place, open hood.

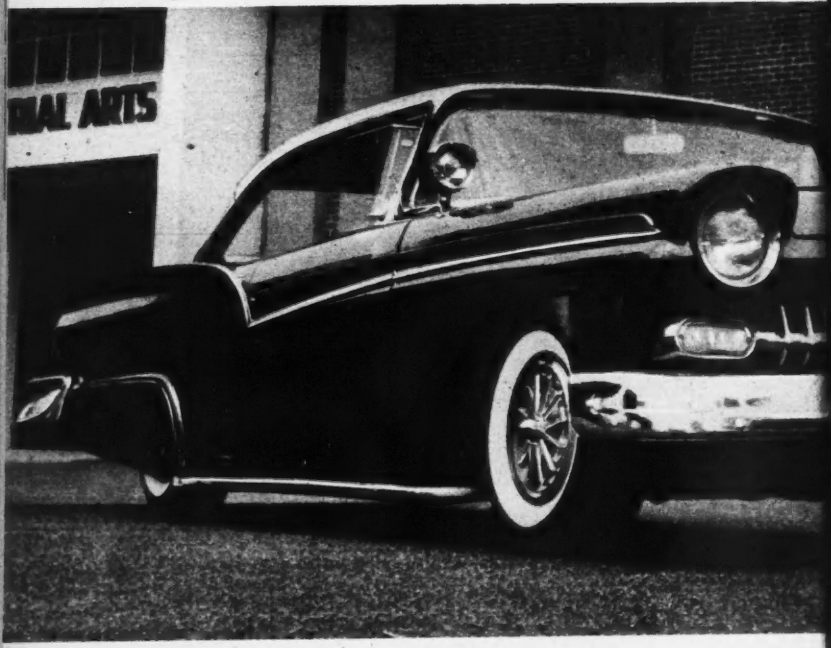
7. Finish up job by securing all louvers with nuts, tightening down with a wrench.

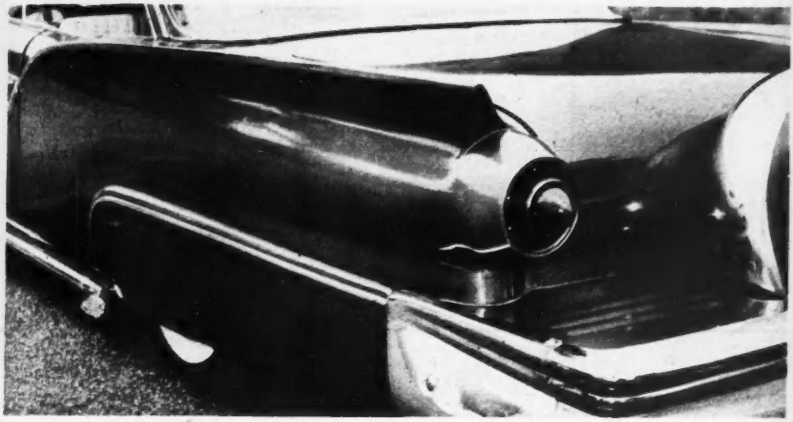


8. Lines used for alignment are now wiped off. Neat rows of louvers denote good job.

'57 FORD FAVORITES

'57 FORD FAVORITES

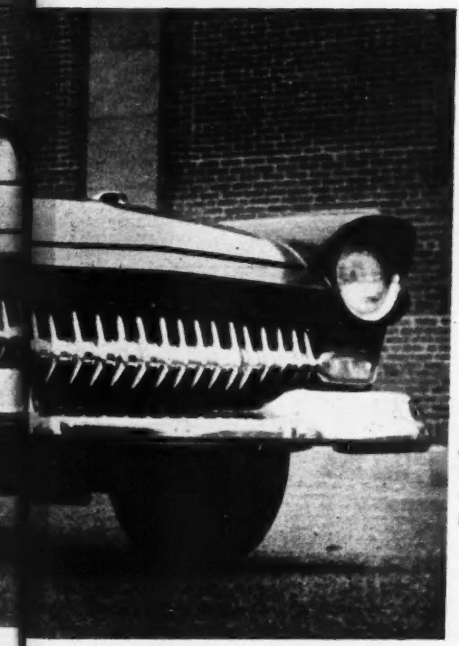




OWNER: *LeRoy Moquet*

BUILDER: *Moquet's Service Centre*

LeRoy and his brother performed all work on this smooth looking Ford at his brother's shop in West Haven, Conn. Subtle headlight swap utilizes '56 Ford-pickup rings.



Naugahyde is used throughout the pleated and rolled interior. Color scheme is black and white with matching floor rugs. Acme Auto Top gets the credit for needle work.

ABOVE. Rear fenders are extended with sheet metal to form cavity for unusual taillight styling. A combination of '55 Ford, '56 Chev, '56 Buick taillight lenses were needed.

LEFT. Elongated grille consists of '54 Chev grille bar and nineteen Corvette "teeth." Parking lights are also '54 Chevy. Special made hubcaps, accessory spots, and lakes pipes all lend sparkle to the purple Ford.

Photos by Dick Day

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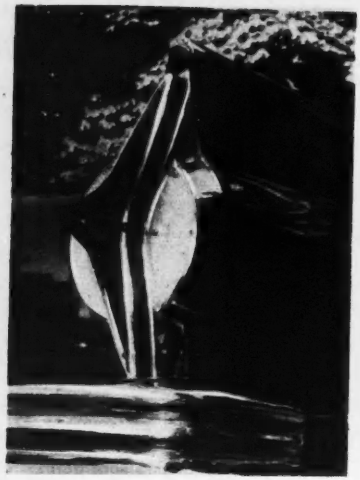
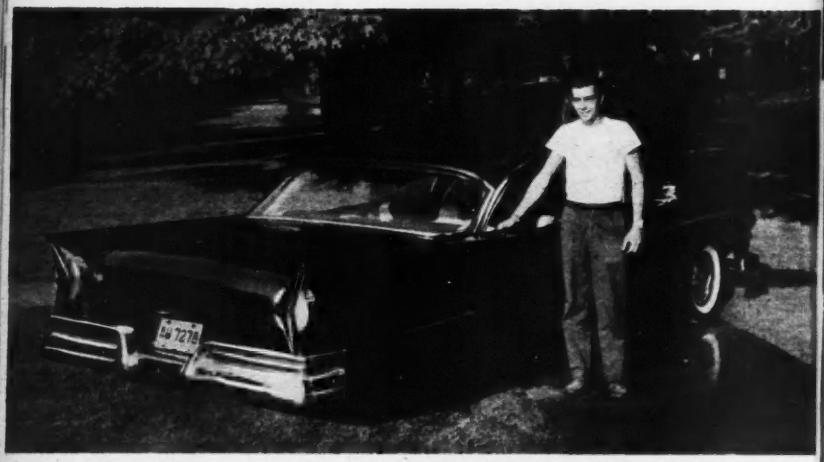


'57 FORD FAVORITES



Removal of unnecessary chrome trim, coupled with jet black paint finish gives low slung Ford coupe a sleek look. Bozek makes use of full bubble skirts for added appeal. Trunk compartment and both doors are now opened through use of an electric solenoid system.

'58 Edsel station wagon taillights, a natural for '57 Fords, are mounted in the rear fender position; V-piece plastic extensions are added. Barely seen in picture is the antenna which protrudes from the roof line. Note spots mounted forward of windshield.

OWNER: *Gene Bozek*

BUILDER: *Owner*

Pirated from a '57 Canadian Ford Meteor is this smart grille; the entire unit has been installed. Hood trim has been given "deep-six" and a scoop has been cut into the panel to provide more breathing for Ford. Headlights are changed by use of '50 Mercury rings set flush-in.

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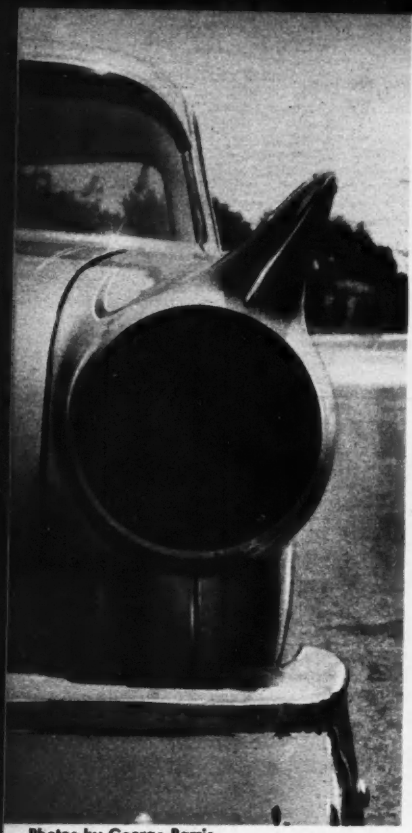


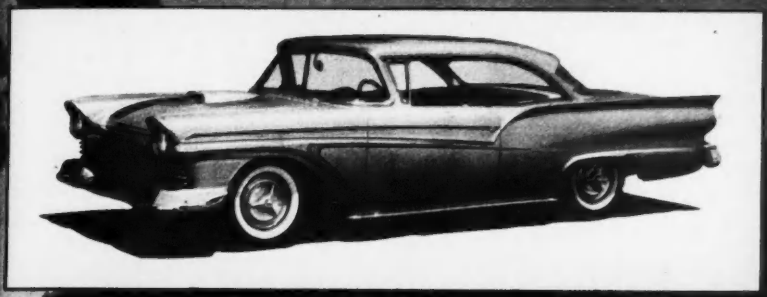
Photos by George Barris

'57 FORD FAVORITES

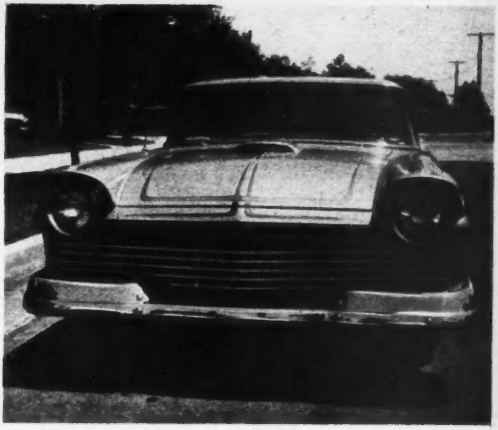
OWNER: Les Herrmann
BUILDER: Owner

The amazing thing about Les Herrmann's tastefully customized '57 Ford is that only $200 was spent in the process. Price was kept down by using mostly bolt-on equipment and doing the work himself. Car is painted a silver blue lacquer with contrasting scallops.

Les used a taillight trick which is rapidly growing in popularity. That is cutting your own taillight lenses from red Lucite. He carried it a step further by adding '58 Ford station wagon lenses to the Lucite at a canted angle, following the lines of the fins.



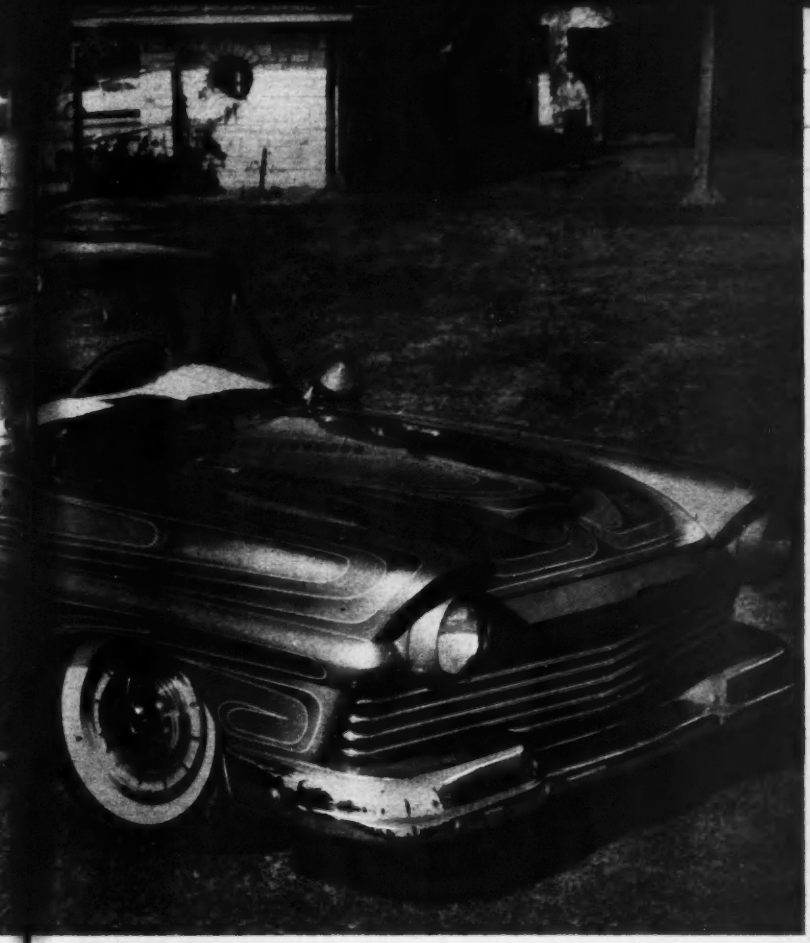
A manual cable release is used to open shaved deck lid, hidden electric buttons operate doors. Oldsmobile Starfire hubcaps and functional rocker pipes brighten up side. Rear bumper's '58 Ford.



About the only change that isn't bolt-on is the Thunderbird scoop in the hood. Grille is the accessory type made of ¾" tubing. '56 Ford pickup headlight rings are used in place of originals.

CONTINUED

OWNER:
Jerry De Vito
BUILDER:
Babb & Wirth Body Shop



'57 FORD FAVORITES

The Babb & Wirth Body Shop in Jerry's home town of San Jose, California was entrusted with all custom work on this wildly scalloped Tudor Hardtop. Basic color is Lime Green.

Hood received the full custom treatment. It contains Buick portholes, four rows of louvers, and an airscoop which is cut in a "V" shape. Once again the accessory type grille is used.

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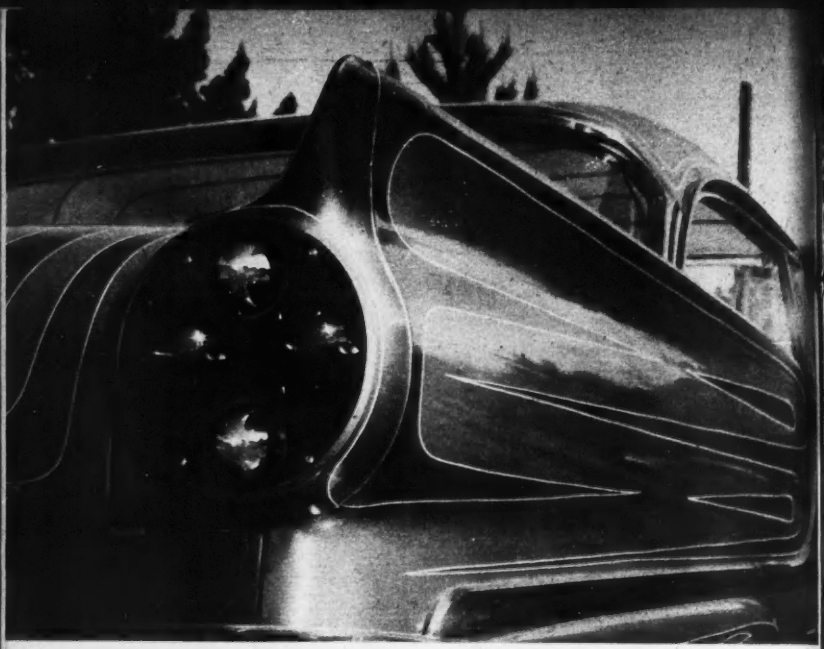
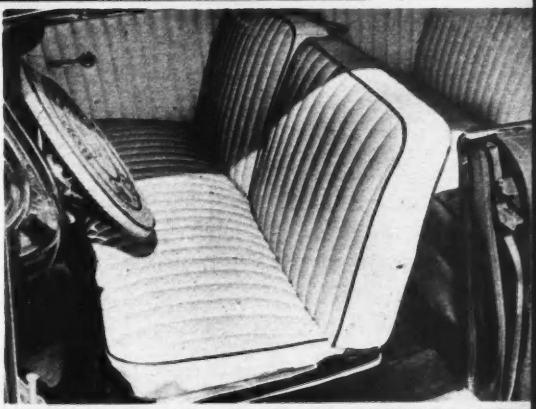
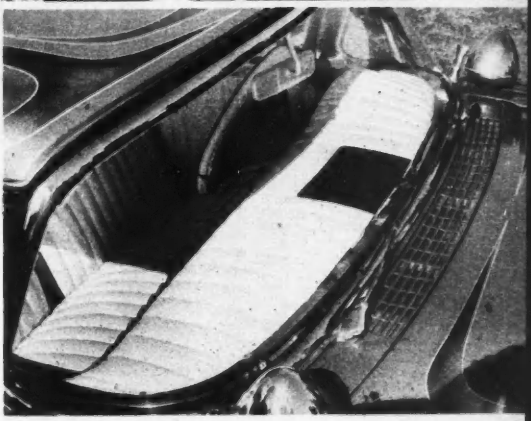


'57 FORD FAVORITES

Extreme lowness was achieved through use of lowering blocks at the rear and reworked spindles up front. Taillights, featuring two lenses and two chrome "bullets", are California Custom "Satel-Lites." Edsel hubcaps, spotlights and lakes pipes are other items of interest. Radical scallops are painted in various shades of green, outlined in silver.





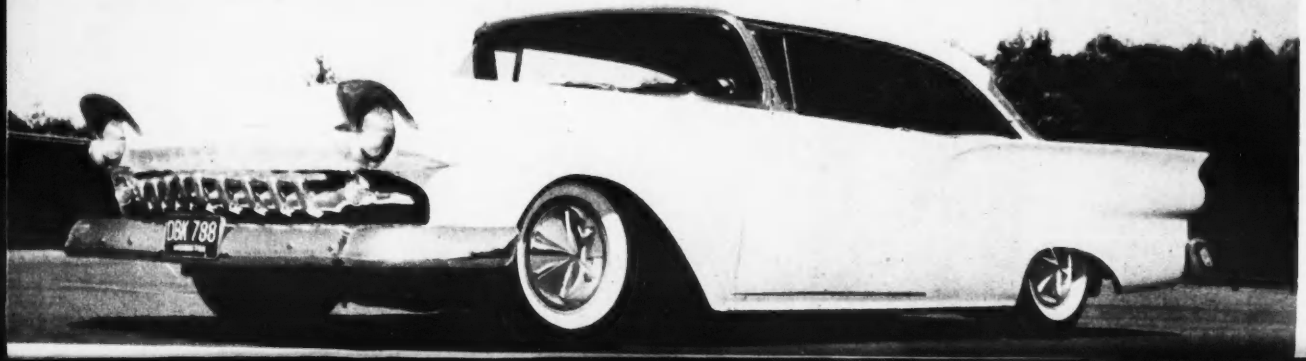
Neat and roll paradise! Bright interior is thoroughly covered in pleated and rolled Naugahyde. Seats, door panels, kick panels and dashboard are all done in a vertical pattern with contrasting black beading. Custom steering wheel cover carries Jerry's club emblem—Rod & Wheelers.

CONTINUED

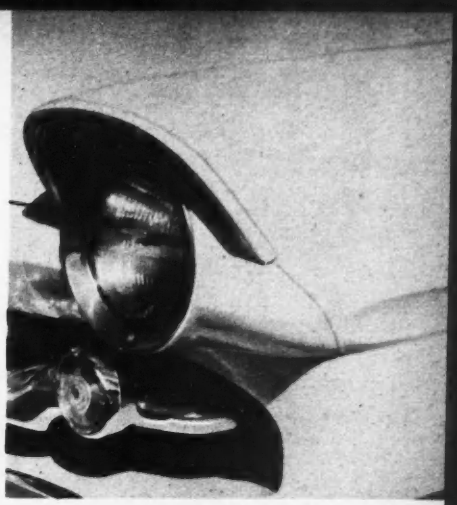
'57 FORD FAVORITES

OWNER:
Paul Plebuch
BUILDER:
Tony's Auto Rebuild

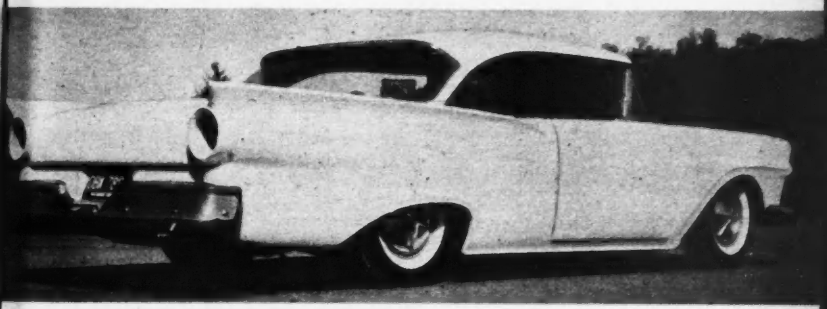
Amply filling the wide grille cavity on the Ford Victoria is a '54 DeSoto grille bar. Complete assembly is mounted to give floating appearance to unit. Front bumper guards are removed to clean up front and make it look wider. Proving that a car does not have to be completely decorated with chrome to appear attractive, Paul Plebuch's Ford has had all chrome trim removed; doors and trunk are electric on Coral sedan.



adlights are modified by addition of '56 rd truck rings, chromed and frenched-in the fender panel. Installations using the ck headlight rings are very popular with mers, builders of customized '57 Fords.

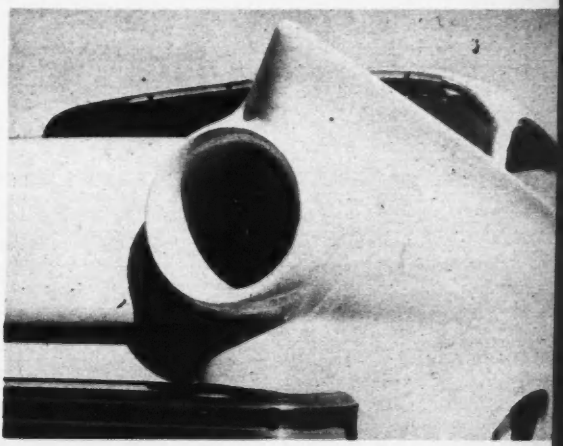


ing cut coils in front and lowering blocks ar, raked Ford takes on racey flare. Lack any chrome trim is one of most appeal- g aspects of Plebuch's Victoria. Accessory bcaps utilizing Plymouth base and six ppers are mounted. Guards are removed.



Photos by Bud Lang

eeply tunneled and frenched illights really come on; stock rd components are used, while heet metal is formed to set the nits back in the fender open- g. Metal work on this modifi- ation is very smooth and flaw- ss. Light color further accen- ates absence of chrome trim.



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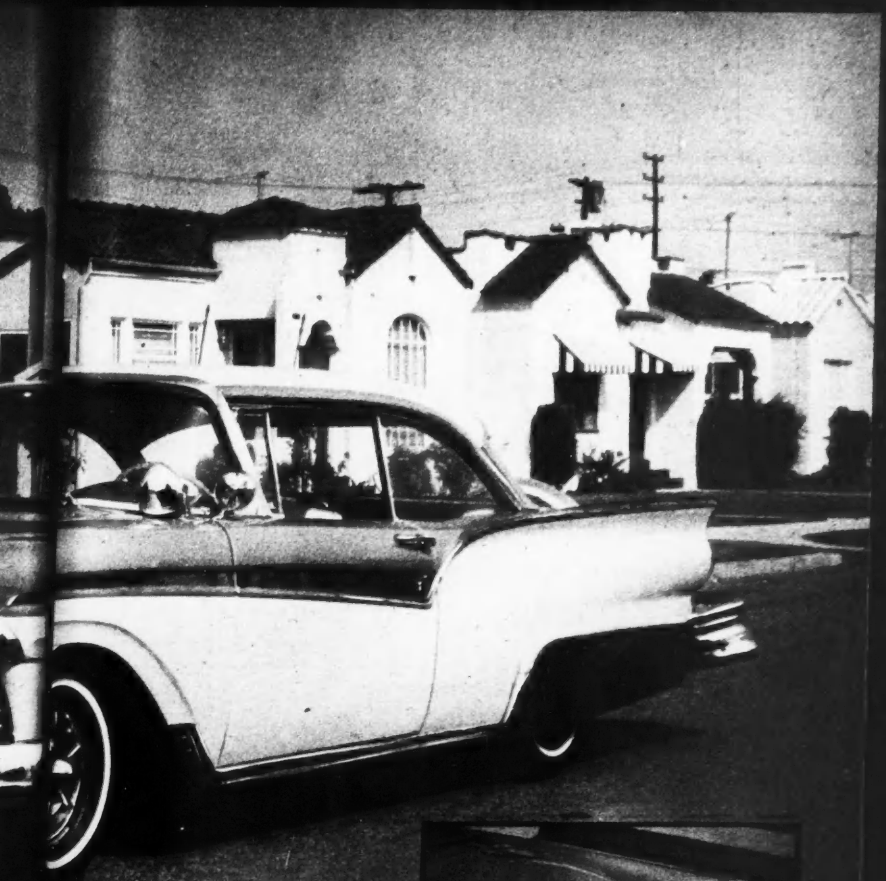
'57 FORD FAVORITES



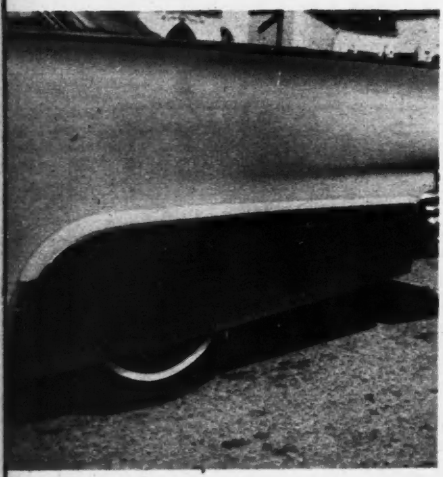
of the best examples of a porch-less
of restyling is this Ford. All components
bolt-on items and obtainable anywhere.

ight modification is simplicity of its
el. Lenses are the stock units, but the
me pieces are removed; the outer ring
ounding lights are chromed. "Cosmy"
further embellished by Olds spinner.

CONTINUED

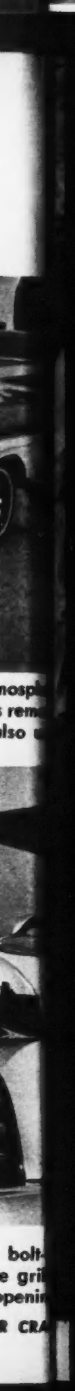
'57 FORD FAVORITES

Overall view clearly shows the bolt-on items which comprise Ford's custom atmosph
Note that the stock extruded metal section which fills the side trim center section is rem
and replaced by a chromed piece. Dual spot lights and accessory discs are also

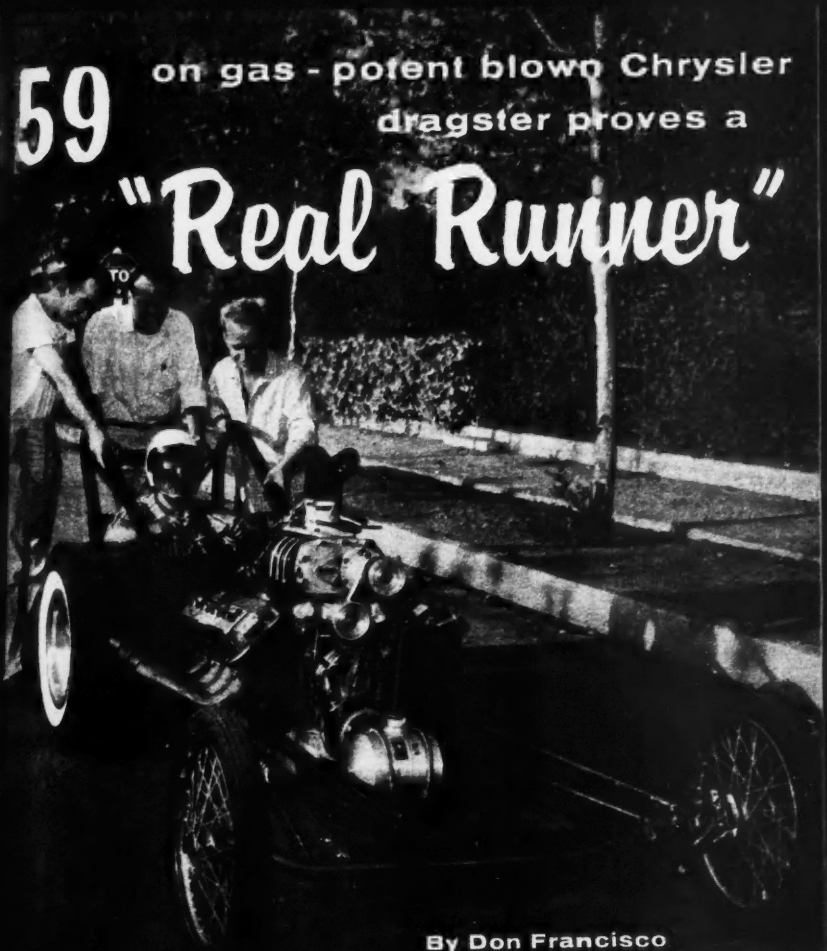


'57 Mercury skirts have a little extra twist thrown-in — aluminum covering with ribs pressed into the metal. Skirts follow fender.

Headlights received their share; bolt-
quad units with chromed rims. Tube gri
very popular, is used in grille openi



59 on gas - potent blown Chrysler dragster proves a "Real Runner"



By Don Francisco

Tommy Ivo is 22 years old but one would accept him as a juvenile much more readily than as the driver of one of the country's fastest dragsters. At the present time Tommy's five-foot, nine-inch stature, and 110 pounds are his main assets; they enable him to play juvenile roles in movies and television, which is his occupation. He has been an actor for fifteen years.

Tommy's 110 pounds are also an asset when he slides behind the wheel of his very quick dragster. In a sport where a combination of high power and low weight is usually the key to success, an advantage of thirty to a hundred pounds in the driver's seat could possibly mean the difference

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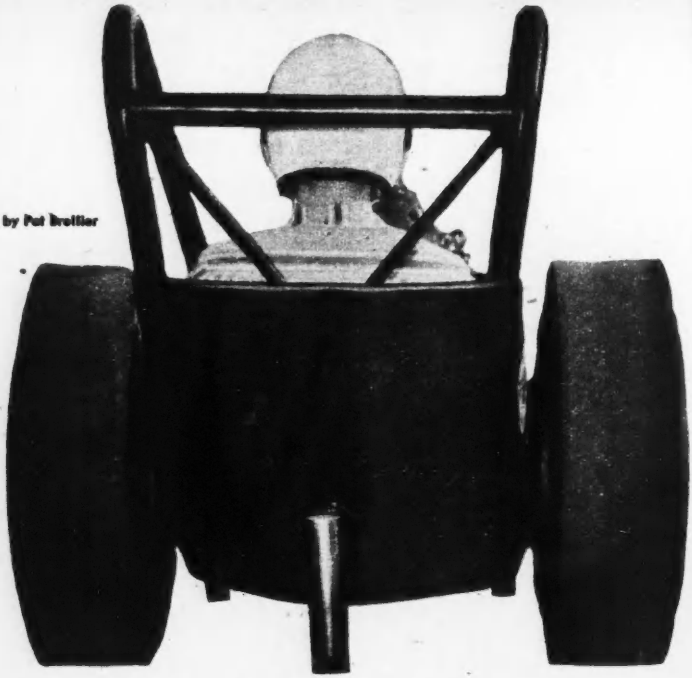


Photos by Pat Brollier

between winning and losing.

Tommy began the drag racing side of his career with a competition street roadster, but when the real urge to go fast really got hold of him, he built his present dragster. Perhaps it would be more correct to say that Tommy and a fellow named Kent Fuller built the car. Kent works at C-T Automotive in North Hollywood, Calif., and in his spare time he builds dragster and dragster parts. Tommy knew what he wanted and Kent converted his ideas into a solid form comprised of steel tubing and miscellaneous parts from the local wrecking yard. Working side by side, Tommy and Kent produced a chassis that for several months held the ET record for gas-class cars and, at the time of this writing, holds the speed record in the same class.

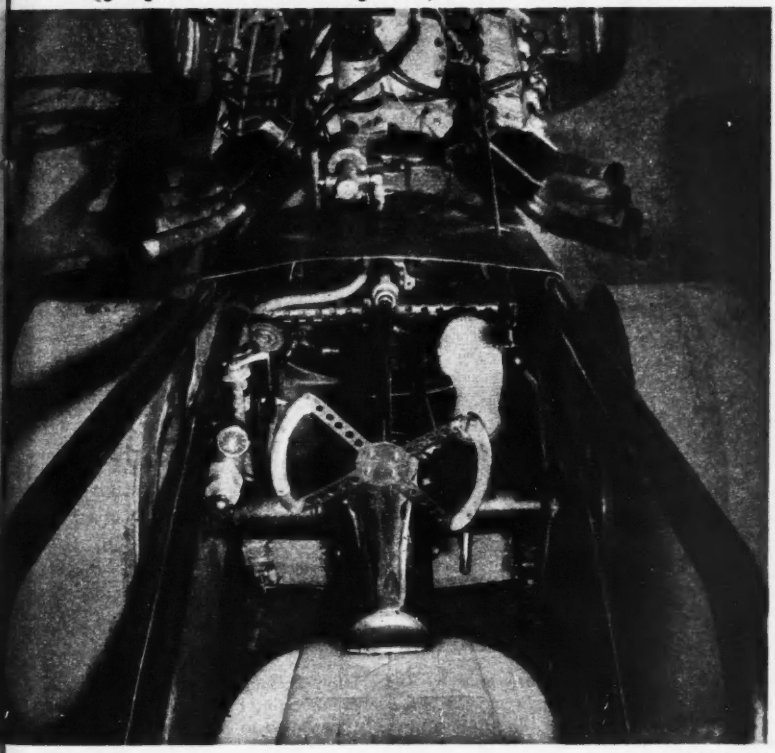
The dragster has the stark but functional appearance of others of its breed. It was built with lightness, compatible with the strength necessary for safety, as the major consideration; therefore, it contains only the essentials required to allow it to attain the highest possible speed at the end of a quarter-mile acceleration run. Every piece of metal used in its construction, other than standard automobile parts that were re-

(Continued on page 79)

"Real Runner"

LEFT. Competitor's eye view of Tommy Ivo's dragster shows how car was tailored to fit the pint-size driver. Vertical members of roll bar structure are part of the car's frame. On competition runs, Tommy is held securely in bucket with both seat belt and shoulder harness. Rear tread width is 38⅜ inches; tires are Bruce slicks on 15-inch U.S. Royal Master casings. Weight of the car at the starting line is 1400 lbs.

LEFT BELOW. Segmented steering wheel is practical for straightaway running. It rotates the gears in a Model "A" Ford steering box that has been reworked to a center-mount type. Hand pump at left is used to pressurize the fuel tank and Hilborn injector system when starting engine. T-bar handle at right side, is shift control for "in-and-out" box.



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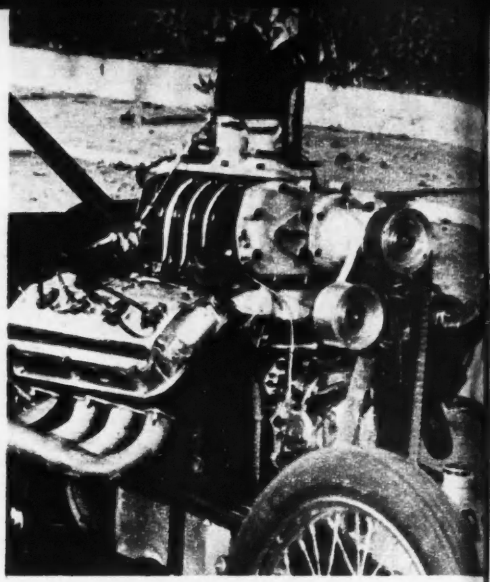
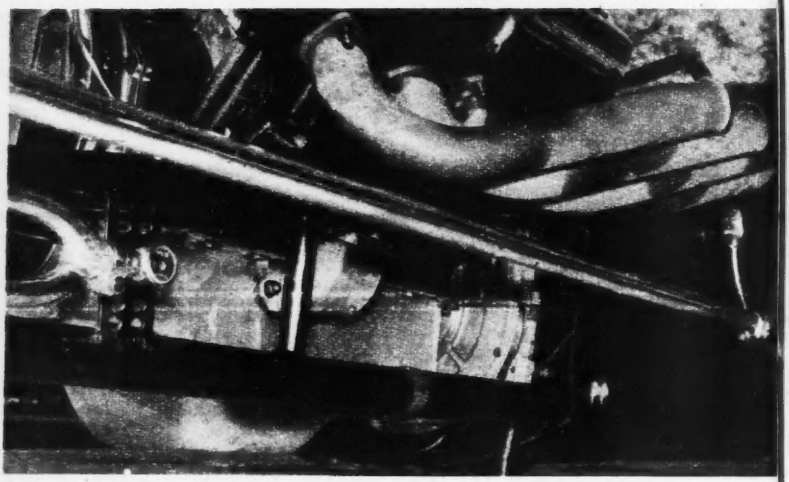
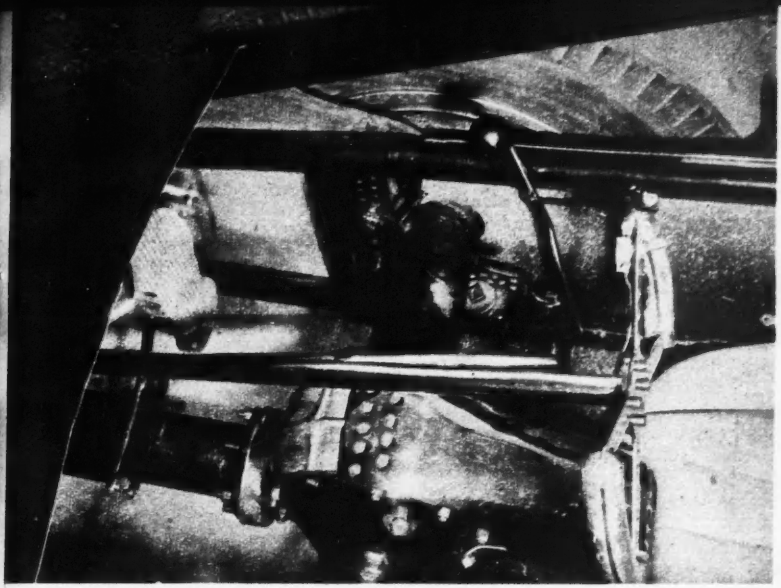
"Real Runner"



Potent record-setting engine is '57 Chrysler with stock 392 cu. in. displacement. Blower is 4-71 GMC adapted with popular Crager kit and fitted with timing belt drive. Fuel injector is Hilborn; the air horns are home-brewed.

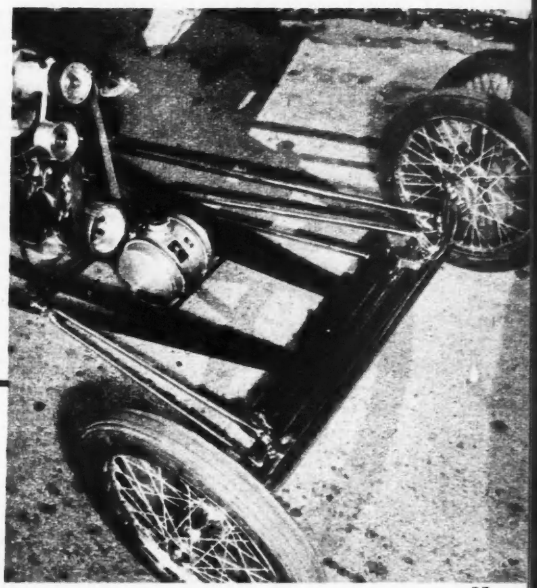


Exhaust stacks on engine were built by Kent Fuller. Bolting the engine rigidly to the frame enables it to be used as crossmember. Fuel line hanging below lower frame member is the fuel by-pass line from Hilborn injector; it is connected to fuel tank. Special Stelling breather on oil pan is one of three on engine. Other two are in front of rocker covers.

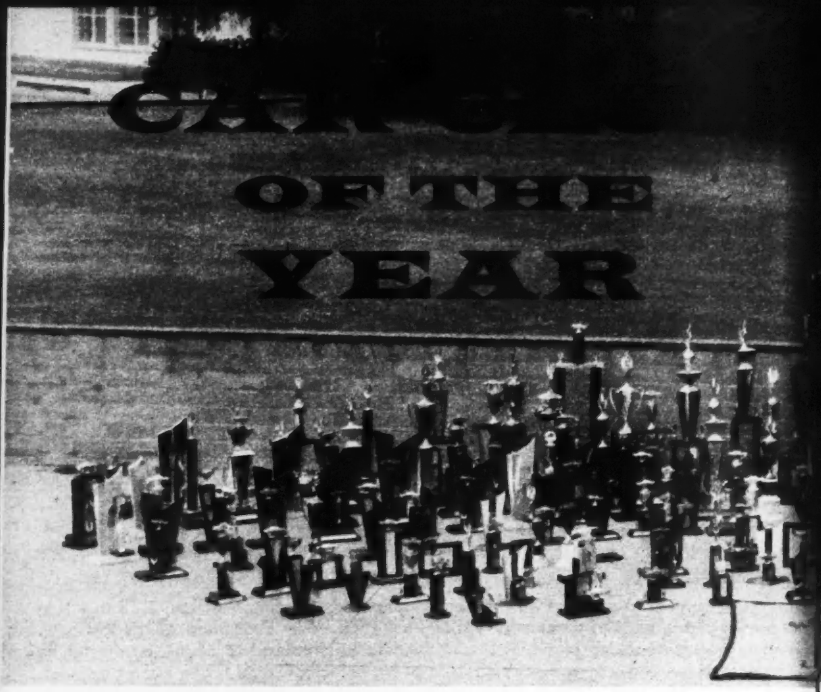


Rear axle assembly is '40 Ford with Halibrand quick-change center-section; 3.78 to 1 ring and pinion gears, and '52 Lincoln axle shafts are used. Axle is mounted solidly to frame. Distance between backing plates of Lincoln binders was reduced to 24-ins. by shortening the axles and housings. Lever near right side of frame actuates the brake master cylinder.

Lightweight front wheels were built by Fuller, from Ford hubs. 19-in. Triumph motorcycle rims, and Harley Davidson spokes. The frame's front crossmember employs Volkswagon laminated torsion bar. Arms at ends of the bar connect to the front axle and support the weight of the chassis. Movement of the arms and axle is controlled by friction discs incorporated in the frame ends of the arms. Frontal height can be adjusted by means of bolt in the center of crossmember. Front tread is 55¾-inches, caster 22 degrees.



Coming Next Month Complete engine analysis by DON FRANCISCO



Renegade President, Saint Vasquez accepts the "CAR CLUB OF THE YEAR" trophy from CAR CRAFT MAGAZINE Editor, Dick Day. Renegades won first annual car club contest.

Photos by Colin Creitz

AFTER CAREFULLY scrutinizing hundreds of entries received in our "CLUB OF THE YEAR" contest, the RENEGADES OF LONG BEACH, CALIFORNIA have been selected winners of Car Craft Magazine's first annual award.

Their qualifications for wearing the "best car club" crown are many. Among their many activities this past year, the Renegades have donated much time, money, and service to many Southern California charity organizations. A small, but impressive example, is their donation which furnished four needy families in their locality with dinners and gifts during Thanksgiving and Christmas seasons.

For club projects—they stage an annual all-invitational "poker run." This year's fun-filled competitive event saw entries surge to an all-

Posing behind massive display of car show trophies which they have won during the past year is entire club. They are, first row: Gordon Rorison, Ron Guidry, Duane Steck, Hector Arevalo, George Collins, Ron Priest. Second row: Lee Rhodes, Gerald Twamley, Ed Schmidt, Jud Morgan, Jim Hurley, Saint Vasquez, Dick Jorgenson, Harold Johnson, Zeno Stephens, Ed Cousins, Pete Angress, Jim Ashley. Not shown: Ed Ducazau, Darol Jorgenson.

time high of six-hundred participants for the one-day affair. Most popular club event promoted by this prolific Southern California group is their annual "Rod & Custom Motorama" which highlights their yearly activity calendar. Results for the 1958 show production speaks for itself—sixty-five beautiful show cars were displayed while the turnstyles clicked off an attendance of ten-thousand spectators.

And speaking of show cars, the Renegades stock in trade numbers some twenty-seven strong. The club roster's make-up included everything from an immaculately restored Model "A" to beautifully restyled "semi's" and "full customs." Individual car achievements and club participation for last year is nothing short of spectacular. Entering twenty-eight shows, the Renegades chalked up a total of one-hundred and sixty-two trophies. Among these were eight Sweepstakes Awards, 13 Club Participation Trophies, and eighty-four First Place or Best in Class awards. Not only have they scored well in competitive car shows, but they have also been honored by civic groups such as the Long Beach Chapter of the National Safety Council for contributions to local, statewide, and national safety campaigns.

A highly selective and self-disciplined group, the members must constantly keep their cars in excellent shape, both safety-wise and appearance-wise, to maintain an active membership in the club.

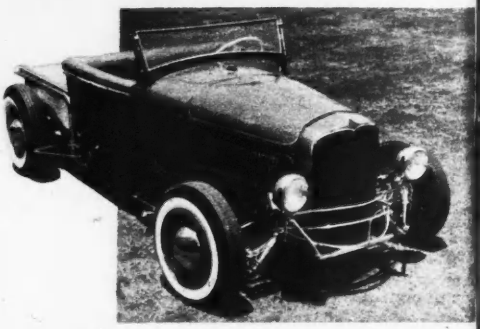
On the next few pages, you will meet the RENEGADES OF LONG BEACH; both cars and members. One look will tell you why they are the—"CLUB OF THE YEAR."

CONTINUED

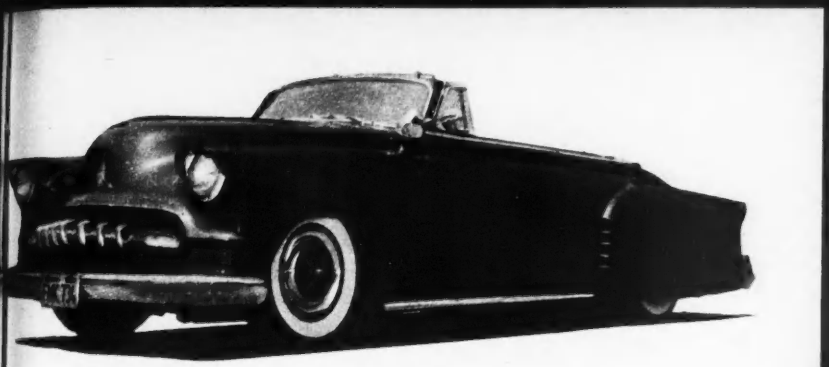
Duane Steck's silver/blue '54 Chevy has top chopped 3½ inches, ten additional grille teeth, frenched head and taillights, lowering of seven inches, custom pleat/roll upholstery.

CAR CLUB OF THE YEAR

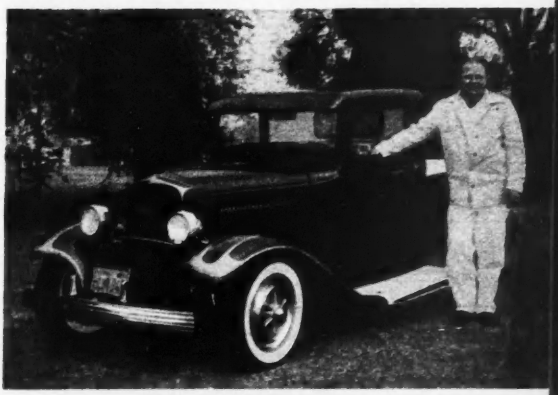
Darol Jorgenson's '57 Corvette is owner-built. Chrome trim is removed, vertical quad lights installed, mesh grille screen, '58 Impala top scoop, and custom interior are seen on Corvette.



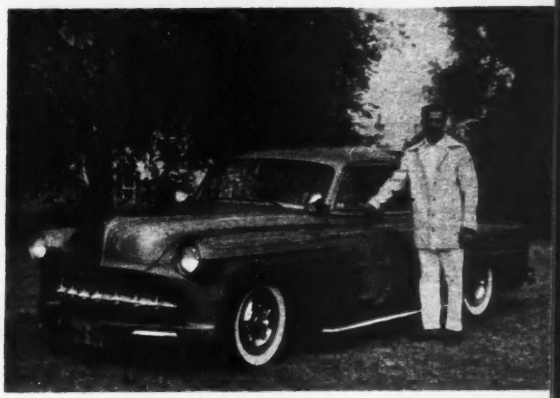
Show piece roadster of Ed Ducazau has '29 "A" body on '32 rails, '32 grille shell and windshield, Merc mill of '48 vintage, and a complete job of chroming and upholstery work.



enegade President, Saint Vasquez, is owner of '50 Chevy convertible with chopped top, 5 DeSoto grille, '56 Packard taillights, '55 Cad headlights frenched-in, padded top, air coops in rear fenders, and pleat/roll trunk and interior with complete safety equipment.



etallic red '32 Ford pickup is wned by Ed Cousins, '48 Mer- ry engine powers Ford with 3" p chop, shortened bed, De- oto/Plymouth bumpers, juice rakes, stock chassis lowered " forward, and immaculate holstery. Complete undercar- ge is chromed and painted.

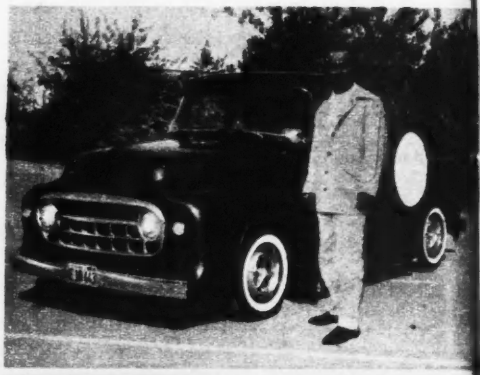


olded-in '50 Merc grille shell ith '53 Chev grille graces front f Gerald Twamley's '54 Chevy. eadlights are frenched, trim moved, '58 Chrysler taillights stalled, tube bumpers, and augahyde interior add spice to is trophy-winning Chevrolet.

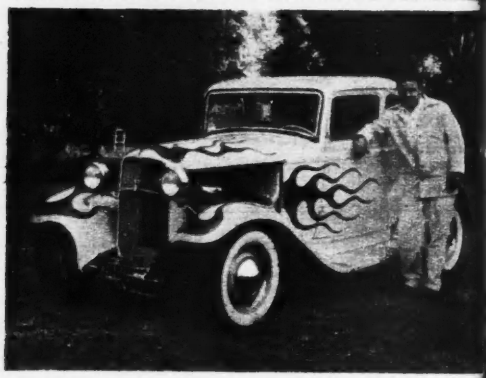
CONTINUED

Low '56 Chevrolet is owned by Jerry Landis. Grille has several bars removed, chrome tr is applied to top. Dual spot lights, outside header plugs and custom interior add to lo

CAR CLUB OF THE YEAR

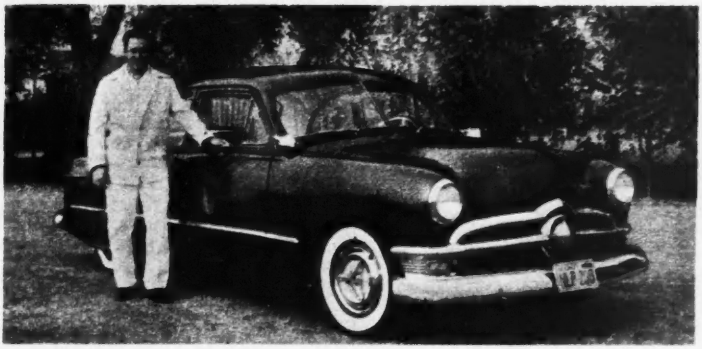


Jud Morgan's Ford pickup has Nash grille and headlights, all chrome removed, molded front gravel pan, complete Naugahyde upholstery on interior, tarp, spare tire. Hood hides a hot '56 T-Bird powerplant. '54 Buick lenses are taillights.



Outstanding '32 Ford coupe is owned by George Collins. Modifications include: hopped and chromed '56 Olds engine, chromed and painted undercarriage, pleated/rolled trunk and interior. Turquoise Pearl with flames, many other extras.

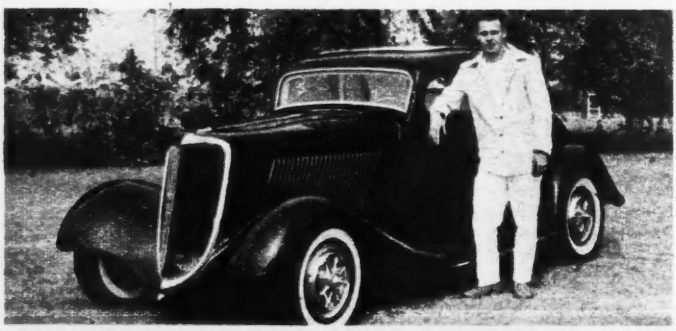
viating slightly from the rods and customs of the Renegades is Lee Rhodes' immaculate-
restored 1930 Model "A" sedan. Dressed in ol' Henry's favorite color, black, Ford is
me as it rolled from the factory. Chrome items are rechromed; original upholstery used.



dor Arevalo's '50 Ford is nosed, decked, bumper bolts are removed and holes filled,
wered 3 inches. Pleat/roll upholstery is found with safety items in trunk, interior.

wered 4 inches, Jim Ashley's semi '55 Chev has Lincoln taillights, cleaned-up grille,
inted undercarriage, chromed and warmed over Chev engine with three carbs. Note discs.

CAR CLUB OF THE YEAR



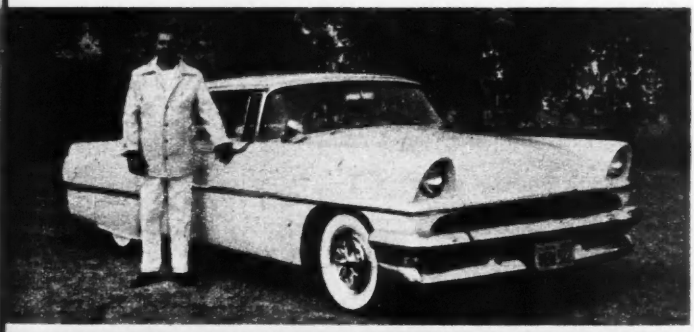
Pete Angress' Ford is scalloped in gold, purple, bronze and silver. '55 Chevy rings frenched-in. Lincoln lights and straight bar grille are also seen.

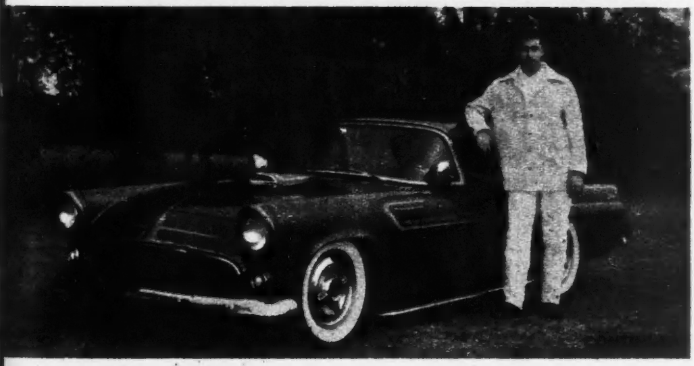
Chopped four inches, Gordon Rorison's '34 Ford coupe takes on low profile. Not entirely finished, clean coupe has Olds engine, Naugahyde interior.

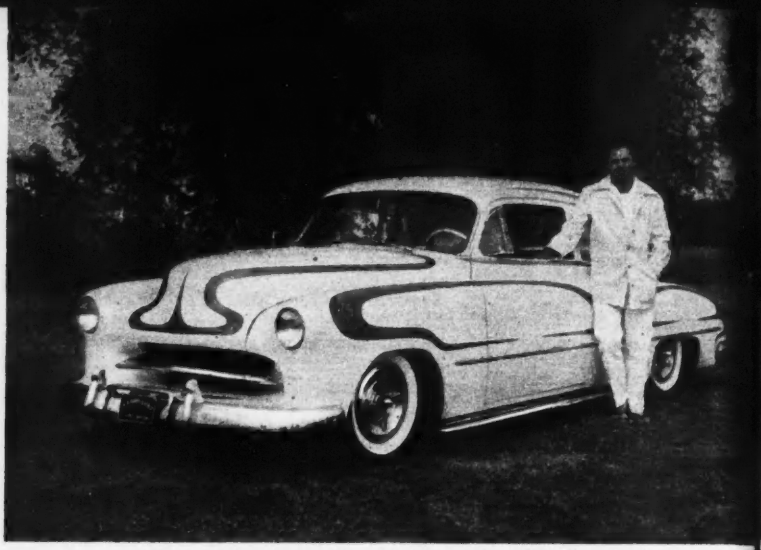
Removal of chrome trim adds to Jim Hagin's metallic blue, gold scalloped '54 Ford. Stock grille has spinners mounted; engine and interior trim are chromed.

Sporting a '55 Lincoln grille, skirts, no excess trim, white Naugahyde upholstery, Zeno Stephens' '55 Merc is completely outfitted with safety equipment.

Sleek '55 T-Bird is Candy Apple Bronze; lowered two inches around, Jim Hurley's 'Bird has dual spots, scallops, trim removed, outside header plugs.







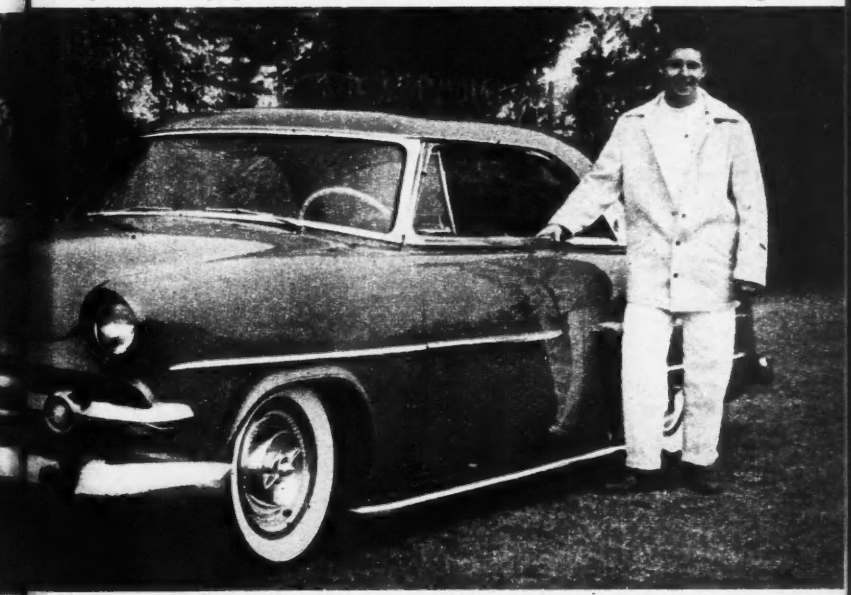
Pearl lacquered Chevy belonging to Harold Johnson has '55 Chev "6" mill, all seam filled, lights frenched, Merc grille shell with floating bar, louvered hood, custom interi

CAR CLUB OF THE YEAR

Ronnie Priest's '55 Chevy has expanded metal grille, trim removed, Lincoln taillights, dual spot lights, Merc hubs, pleat/roll interior. Chev has '56 Olds mill, hydro.

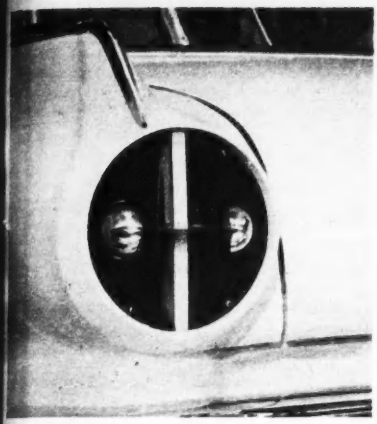
Ron Guidry's much-modified '36 Ford coupe met an untimely death in the fire at Barris' Kustom Shop a few months ago. We felt his coupe could not be left out of the line-up.

Brilliant Matador Red lacquer covers Ed Schmidt's '53 Ford with frenched headlights, '54 Pontiac grille, airscoops cut in the fenders, hood corners rounded, and '52 Olds taillights.



Plastic Magic

for '57 Fords

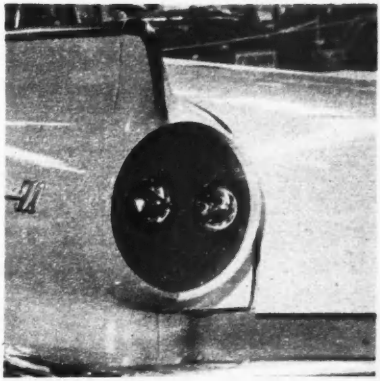


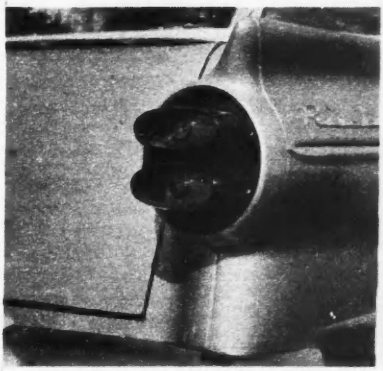
Special plastic lenses for the '57 Ford usually start with a flat piece fitted to the opening; from here on many assorted pieces are adaptable. Lens here makes use of small spinners, vertical partitions of plastic.

Stark lens below incorporates only flat sheet to fill cavity sparked by spinners.

Distinguishing taillight assembly seen at the bottom of the page uses special plastic lens set back in opening with two '58 Ford taillight lenses furnishing reflective power.

Photos by George Barris



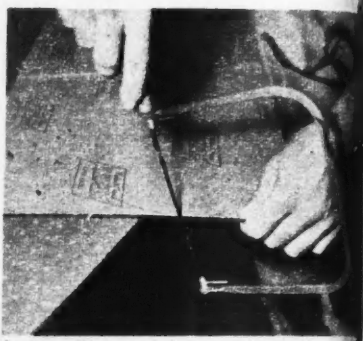


CUSTOMIZERS THE country over are just now realizing the potential of restyling with plastics. True, the material is not new to car builders, but its utilization to-date has been practically limited to dashboard glamourizing and minor interior trim practices. In a few short months we undoubtedly will witness a whole new concept in restyling using this versatile material; for futuristic grille pieces, sculptured taillight lenses, and ornate trim effects are just around the corner. The "plastic magic" has already caught hold with taillight restyling on the popular '57 Fords. Using only a few, inexpensive pieces of the flat translucent material, Ford owners are coming up with beautiful discriminating lenses for their restyled cars. It should be remembered though that all taillight lenses are required to be reflective, but this is simply remedied by laminating a section of red checkered plastic to the back of any given lens. Being that plastic customizing is relatively new, many enthusiasts have found the material difficult to locate. West Coast builders patronize Fry plastics, 7826 South Vermont Avenue, Los Angeles 44, California, for all their needs. If the material is not available in your area, then the Fry plastics Company is recommended.

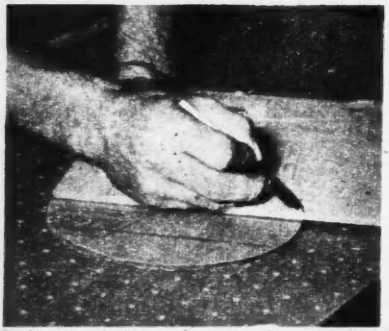
CONTINUED

PLASTIC MAGIC

1. First step for the '57 Fords is to use the stock lens for tracing size off on plastic.



2. An ordinary coping saw is employed to cut the new lens from the plastic sheet.



3. How-to-do-it lens for story incorporated three partitions; they are now marked off.

4. An electric grinder is used to grind the edge of the circle lens to perfect contour.

5. Use stock lens to mark off all attaching holes, then carefully drill out new lens.

6. Partitions are now marked off on sheet plastic; cut a little over-size with saw.

7. The partition pieces are finished off with either sandpaper or an electric grinder.

8. The three "frosted" plastic partitions are glued to flat lens (use plastic cement).

Here's finished lens—a complete transformation in taillight department. Remember that new lens must be *reflective;* this is done by laminating a piece of red checkered plastic to back of base lens that conforms to size. All types of plastics are available; red, clear, frosted, etc. Clear plastic can even be dyed with special mixtures of toners, color chrome, and plastic dye. Plastic can be purchased in various shapes; sheet, block, tube. It is easily bent and shaped with oven-heat or by soft torch heat.

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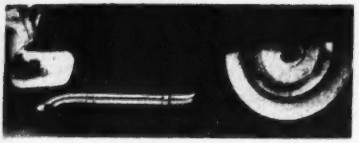

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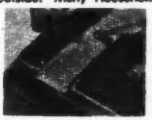

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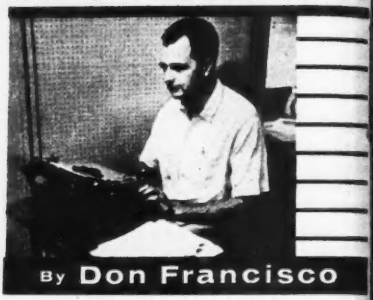


By Don Francisco

INCOMPLETE ARTICLE

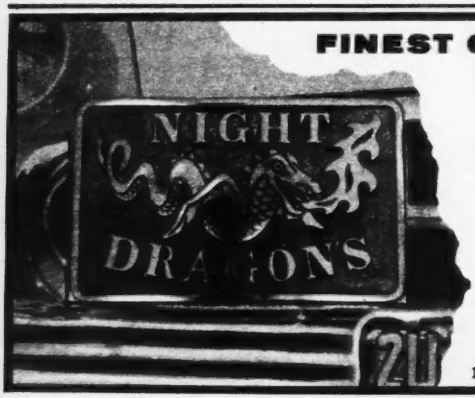
Dear Don:

In reading the article in the Sept., '58, issue on Boring and Stroking, I find that I have some doubts about the article. Not that it doesn't cover boring and stroking but that Peter Soule does not mention anything one shouldn't do when boring and stroking. What happens to the compression ratio?

Right now I'm pushing a '41 Ford ragtop which is slowly getting cleaned up and I plan to couple a Canadian '55 Meteor engine (OHV) to its rear end.

After reading the article my intentions are to have about .030-inch oversize bore and ⅜-inch stroke, 3 two-barrels or 2 quads, electric gas pump, and Mallory ignition.

Another question is, do you have to use



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—Kamloops Kar Klub
Kamloops, British Columbia

An engine's compression ratio is automatically raised when the engine is bored and stroked. The reason for this is that boring and stroking increase the displacements of an engine's cylinders in relation to the volume of the combustion chambers in the engine's cylinder heads. This gives the same effect as reducing the volumes of the combustion chambers in an engine that has its stock bore and stroke. The amount boring and stroking will raise a compression ratio depends on how much the displacement of the cylinders is increased. As a rule, when an older engine is bored and stroked, its new compression ratio, with stock heads that have not been reworked, is usually not so high that the engine won't run satisfactorily on premium grades of gasoline.

After a crankshaft has been stroked it is necessary to install special stroker pistons in the engine. The longer stroke will cause the upper ends of the connecting rods to move half the additional stroke length higher in the cylinders than they did before. For this reason the compression height of the pistons, which is the distance from the center of the pin bores in the pistons to the top surface of their heads, must be reduced half the amount the stroke was increased. As the connecting rods also move farther down the cylinders than they did previously, it is also necessary to shorten the skirts of the pistons so they won't hit the crankshaft when the pistons are in bottom center position.

The best thing to do when stroking an engine is buy a stroker kit. Included in the kit, along with other necessary parts, are a crankshaft of

CONTINUED ON FOLLOWING PAGE

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WHAT'S YOUR PROBLEM? continued

the desired stroke and pistons to match the shaft. All the parts have been balanced as an assembly and they are ready to be installed in the cylinder block.

KEEP YOUR WHEELS ON THE GROUND

Dear Don:

The car I am writing about is a '53 Studebaker hardtop. The problem involves roadability.

In a recent issue of an automotive magazine I noticed that on the '58 Chevrolet Corvette there are two straps around the rear axle connected to the frame. I wondered if this setup could be used on a '53 Stude coupe. It seems that this would stop a sizeable amount of lean. If this will work, how would I set out to install the straps? That is to say, how much slack or travel should the strap have to the axle, and should nylon be used for the webbing? Also what type of connection would be strong enough at the frame?

— Ben Millspaugh
Cherokee, Oklahoma

Snubber straps of the type you refer to are used to limit chassis rebound on bad bumps rather than to limit body lean (chassis roll), in turns. They would be satisfactory on a low, light weight car that had little chassis roll but on a larger, heavier car, it would be impossible for them to lift the inside rear wheel as the chassis rolled in bad turns. This would cause the lifted wheel to lose traction and would also affect handling. The same effect can result from a rear sway bar that is too stiff.

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As a rule it is better to have the sway bar, or other devices designed to limit body roll, on the front end of the chassis so contact of the rear tires on the road surface won't be affected by chassis roll. No matter how far a chassis leans in turns, maximum traction and good handling require that the tires on its rear wheels be allowed to remain in contact with the surface of the road at all times.

EASY HORSEPOWER

Dear Don:

I have a '39 Ford and would like to know what kind of power plant I could drop in it without too much work to get the most speed. Would it be very much trouble to install a '58 Ford in it? Would I have to use a 6 or 12-volt battery?

— John L. Everett
St. Joseph, Missouri

Ford engines for 1958 are large and heavy and a used one would probably be quite expensive. At the present time there aren't any transmission adapters listed that would enable one of them to be used with a '39 Ford transmission.

Rather than a '58 Ford, I would recommend a '57 or '58 Chevy 283 cubic inch V8 for your car. Adapters to fit your transmission are available for these engines. The small exterior size and light weight of 283-inch Chevy engines make them ideal for early Ford chassis. In addition to this, they run exceptionally well in stock form and they are easily reworked if a fellow really wants to go.

With either a '58 Ford or a Chevy V8 you would have the problem of a six-volt chassis and a twelve-volt engine. The solutions to this problem are given in an article in the June, '57, issue of Car Craft.

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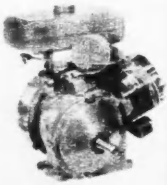

AU SERIES

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CANDY COLORS

continued from page 23

PAGAN GOLD:
½ pint gold toner (R & M gold #30705)
Add R & M Fortifier or Acme Intensifier to mak one gallon. Equivalent toners: Acme — #74 toner.

NOTE: Apply only over gold underbase. Color wi not be the same over any other underbase.

GOLDEN HONEY:
½ pint gold toner (Acme #742)
½ pint maroon (R & M Toluidine maroon #3080
Add R & M Fortifier or Acme Intensifier to mak one gallon. Equivalent toners: Gold — R & M Gold toner #30705. Maroon — Acme — #73 Ditzler — permanent maroon #DML 48.

ORIENTAL BLUE:
⅜ pint blue toner (R & M Astral blue #3028
Add R & M Fortifier or Acme Intensifier to mak one gallon. Equivalent toners: Acme — #731 Hasen — #11; Ditzler — #DML 34.

BLACK GOLD:
½ pint black toner ("Mere-gless" bro-lite blac
Add R & M Fortifier or Acme Intensifier to mak one gallon. Equivalent toners: Acme — deep blac #700; R & M black #30401.

MOTHER OF PEARL:
1 pound pure pearl toner (Crescent Bronze Pear
Add R & M Fortifier or Acme Intensifier to mak one gallon.

NOTE: This must be sprayed over an iridescen base or over a white base. This formula may als be used as an underbase, but it is costly.

ORGANIC PURPLE:
⅜ pint organic maroon (Ditzler #DML 31)
⅜ pint organic blue (Ditzler #DML 43)
Add R & M Fortifier or Acme Intensifier to mak one gallon.

WILD CHERRY:
½ pint maroon toner (Ditzler #DML 31)
Add R & M Fortifier or Acme Intensifier to mak one gallon.

MINT GREEN:
½ pint green toner (R & M #30308)
Add R & M Fortifier or Acme Intensifier to mak one gallon. Equivalent toner: Acme — #26.

AQUA BLUE:
½ pint blue toner (Acme #728)
Add R & M Fortifier or Acme Intensifier to mak one gallon. Equivalent toners: DuPont — #54 Ditzler — #DML 45.

PLATINUM PEARL:
1 pound pure pearl toner (Crescent Bronze Pearl) Add R & M Fortifier or Acme Intensifier to make one gallon. 1 gallon bright iridescent used for underbase. Spray combination of pearl mixture over underbase.

CHART FOUR

EXPERIMENTAL COLOR TONERS

COLOR GROUP	COLOR NAME	MANUFACTURER	ORDER TONER NUMBER
RED			
	Vermillion	Nason	17
	Cadmium Red	Nason	8
	Cadmium Red	R & M	30507
	Cadmium Deep Red	Ditzler	DML 28
	Cadmium Light Red	Ditzler	DML 29
	Red	Du Pont	54 (269-0953)
	Oxide Red	Ditzler	DML 27
	Dark Red	Acme	732
	Indo Red	R & M	30508
	Toluidine Red	R & M	30506
MAROON			
	Maroon	Nason	14
	Light Maroon	Nason	12
	Dark Maroon	Nason	13
	Medium Maroon	Nason	18
	Maroon	Du Pont	92 (269-0953)
	Deep Maroon	Ditzler	DML 31
	Extra Light Maroon	Ditzler	DML 30
	Rich Maroon	Ditzler	DML 32
	Meta Maroon	Acme	737
	Permanent Maroon	Acme	738
	Permanent Maroon	R & M	30603
	Toluidine Maroon	R & M	30604
	Victoria Maroon	R & M	30605
YELLOW GREEN			
	Greengold	Nason	19
	Yellow-Green	Du Pont	82 (269-0973) plus 63 (269-0785-H)
	Organic Green	R & M	30306
	Yellow-Green	Ditzler	DML 52
	Yellow-Green	Acme	741
	Green	Acme	726

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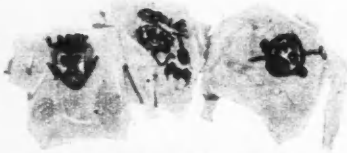

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GOLD TONER		
Gold Toner	Acme	742
Gold Adventurer Poly Gold	R & M	30705
Gold	Ditzler	DQE-21302-M
BLUE		
Blue	Acme	731
PC Blue	Acme	728
Permanent Blue	Ditzler	DML 34
Organic Blue	Ditzler	DML 43
Red-tone Blue	Ditzler	DML 45
Blue	Du Pont	54 (269-0953)
Chinese Blue	Nason	10
Permanent Blue	Nason	11
Blue Toner	Nason	111
Astral Blue	R & M	30203
Chinese Blue	R & M	30201
Organic Blue	R & M	30204
Indo Blue	R & M	30206
BLACK		
Deep Black	Acme	700
Ebony Black	R & M	30402
Black	R & M	30401
Black	Ditzler	DML 2
Black	Du Pont	71-H (269-0505H)
Black	Nason	1

The thirteen colors listed in the chart are only a part of the full range of colors available from commercially produced toners. The list of toners manufactured in the U.S. alone numbers over 100 — ranging from blacks through oranges, greens and yellows. All colors of the spectrum are represented.

To allow you to experiment within the color families and to create your own custom color, the following list indicates all of the important toners produced by several nationally recognized paint firms. These toners differ slightly in pigmentation, color content and tone. Mix them at the rate of one pint of toner to fortifier or intensifier to make a gallon. Before you buy a toner check the color sample at your dealers.

COMING NEXT MONTH

"Real Runner"

continued from page 55

worked to conform to the car's specifications, is 4130 chrome-moly alloy steel. The frame was fabricated from 1¾-inch O.D. tubing. The front axle is made from 2-inch O.D. tubing. Its ends accommodate '34 Ford spindles and it has the necessary suspension brackets. Radius rods for the front axle are ¾-inch O.D. tubing while tie rod and drag link are of 1-inch tubing. All mounting plates and stiffening gussets were cut from 4130 flat stock and, wherever possible, they were drilled for lightness.

Tommy built the chassis originally for a 392 cubic inch Buick V8 engine. It was with this engine that he established an ET record of 9.50 seconds that was broken only recently. He set the record at Santa Ana, Calif., and his speed on that run was 147 mph. The car had a Buick side-shift transmission to match the Buick engine but only high gear was used. A 5½-inch driveshaft, which was really only a coupling between the transmission output shaft and the rear axle assembly, connected the transmission to the car's Halibrand quick-change center-section.

When Tommy shoved the speed record for gas-class cars up to 159.01 mph the car's urge was supplied by a blown 392-inch Chrysler owned by a group of individuals whose names are Mel and Don Scoville, Jim Hill, and Don Koper. At the time this record was made, the car still had its Buick transmission but since then, because of frequent transmission failure, the Buick box has been replaced with a simple in-and-out device made from Ford parts.

Tommy and the Scoville-Hill-Koper group have big plans for the future, hopes that will enable them to make 160 mph just a gas-class memory. From what I've seen—I think they'll cut it.

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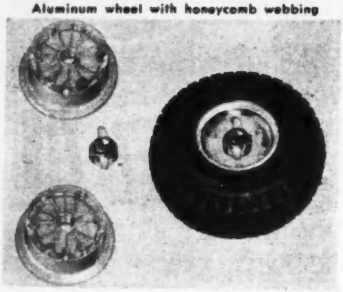

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'46 CHEV IDEAS

Dear George:

I would like to know what kind of a grille I can use on my '46 Chevy. I would also like to know if it would be worth it to install '57 or '58 Merc taillights.

— Dave Griffin
Melrose, Mass.

For your particular car, Dave, I would suggest that you use a 1948 Pontiac grille. The installation shouldn't give you much trouble and it will look very good. It would be worth it to install the Mercury lenses only if you have a sharp looking car.

TAILLIGHT SEARCH

Dear George:

I am in the process of customizing my '55 Chevy convertible, and would like to inquire as to what unique taillight combination I can use.

I have completely dechromed the car, installed '58 Chevy quadlights vertically, and rolled the rear pan. Now I am searching for taillights.

Hoping you will solve my problem.

— Charles Scott, Jr.
Philadelphia, Penn.

I think that the '58 Chevy taillights, worked-in ala 1958 Cadillac style would look very nice, Charles.

MERCURY PROBLEMS

Dear George:

I have a '56 Mercury Montclair with a continental kit. First, I would like to know how to extend the rear fenders past the continental kit. Second, how do I french the headlights, since they are made from pot

CONTINUED ON FOLLOWING PAGE

"THE MONEY-SAVING WAY TO MAKE YOUR CAR GLITTER AND GLEAM AGAIN" — CAR LIFE MAGAZINE

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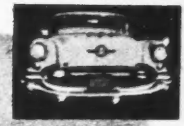

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Now you can add to your income during spare-time hours . . . because 8 out of 10 cars on the road today NEED RE-PLATING. You can charge $5.00 for touching-up to $50.00 for replating an entire car.

Plating is fun, too! You'll get a kick out of taking rusted, pitted, worn metal and bringing it back to shining smoothness. When neighbors see the brilliant plating on your car, they'll want you to do the job for them.

And you can plate other things for profit, too . . . faucets, appliances, tableware, cutlery, tools, doctors' and dentists' instruments . . . you can get more solutions at low prices any time—also solutions to plate silver, gold and rhodium. There's big money in jewelry and silverplate work! You get ALL INSTRUCTIONS for plating with your Speedplate Outfit!

MAIL COUPON NOW—YOU RISK NOTHING

If you want to put new, permanent, gleaming plating on your own car, you can do it right away and not risk a dime. If you are not COMPLETELY satisfied with great results, just return your outfit in 30 days in good condition and get FULL CASH REFUND. ACT NOW! Here's what you get: SPEEDPLATER Brush, with permanent Anode for life-time plating, Wires and Clamps for battery hook-up; enough solutions to plate several cars; Special Buffing Wheels and Buffing Compound, Special Metal Polish, Full simple instructions. Just mail coupon with only $1 deposit, then pay postman $15.95 plus postage when SPEEDPLATER arrives, or send $14.95 with order and we pay all postage charges. SAME GUARANTEE EITHER WAY. CASH REFUND IF NOT COMPLETELY SATISFIED.

EMPIRE MERCHANDISING CO., CC-29
4 North 3rd Ave., Mt. Vernon, N. Y
Please rush the electroplating kit I have checked.
☐ *Regular SPEEDPLATE OUTFIT, $14.95 (if C.O.D. send $1 deposit).*
☐ *Heavy-Duty Service Station Outfit, $34.95 (if C.O.D. send $5 deposit).*
☐ *I enclose full price, send postpaid.*
I understand that I must be COMPLETELY SATISFIED or I may return kit within 30-days for immediate CASH REFUND.

Name_____
Address_____
City_____ State_____

FREE Trial !

MONEY BACK IF YOU'RE NOT AMAZED

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Customize in Minutes!

CUSTOMIZERS . . . Get that sporty foreign car custom look! These handsome customizing LOUVERS give that BUILT-IN look . . . CANNOT be told from an expensive louvering job! INDIVIDUAL LOUVERS easily and quickly bolt flush against your car's hood, skirts, rear deck, front or rear fenders, etc. May be mounted singly, in rows, or in ANY grouping. Easily installed in minutes. Popular 3½ in. width. FOR ANY CAR

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metal? Third, will '57 Lincoln dual headlig fit without too much trouble? Thank y very much.

— Ray Zimmerman
Schenectady, N. Y.

You're cutting out a load of work for young Ray. If you don't have the proper equipm or experience, then it will be twice as ha I would suggest that for this amount of wo you have it performed by a body shop.

LOWER WITH COMFORT

Dear George:

I have a '51 Merc with which I am havi trouble. I lowered the front end 2½" in th front by cutting a coil and a half from th spring. It steers fine, but it bottoms.

The rear is lowered 2-inches with loweri blocks and that bottoms, also. What can I d to keep it low, but maintain a good ride at the same time? Thanks for your consideratio

— Phillip Tinley
Lexington, Ky.

To keep the lowness and still retain a good ride, I would have the frame "C'd" both fro and aft.

CONTINENTAL CONTOUR

Dear George:

Maybe you can answer this question fo me. Will a '55 Chevy continental kit fit on a '55 Studebaker Speedster or Hawk? How much will the kit, including the bumper, cost?

— Frank Delmoe,
Yuma, Arizona

Yes, the Chevy kit will work, but why not use a Studebaker kit? The price for the continenta should run about $150.00.

COMING ATTRACTION

San Diego, California again provides us with a Coming Attraction girl. This month pert and pretty Julie Brown points up a timely feature on the latest hubcap painting. Full details on color chroming, striping and designs will be shown on this newest craze. — Don't miss out!

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